

Railway Age

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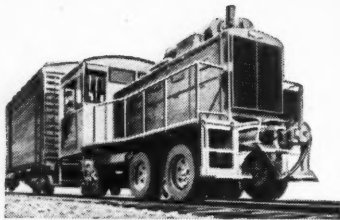
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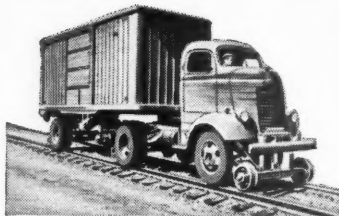
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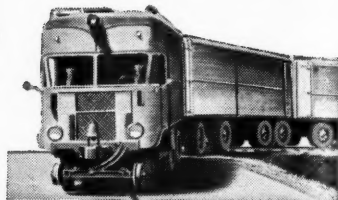
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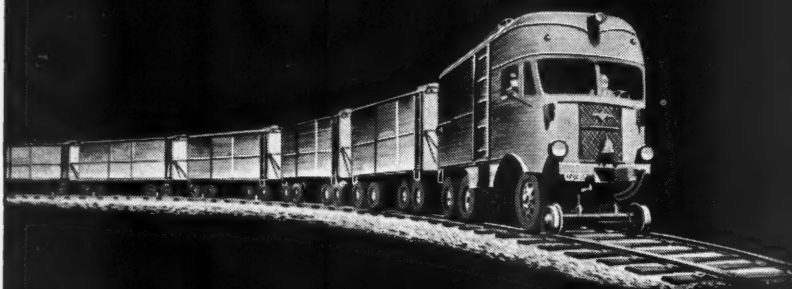
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An account of military railroaders in combat zones, of their training, and their organization to function in practical railroad operation, as told by Lt. Colonels Dawes E. Brisbane and Frank E. Cheshire, T. C., at a meeting of the New York Railroad Club, October 21.

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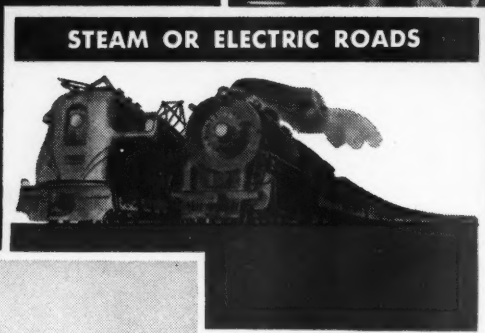
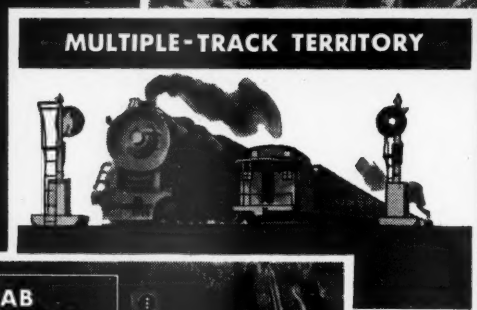
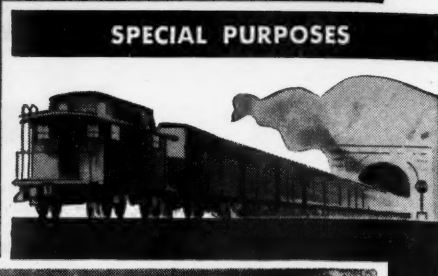


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The Week at a Glance

A REPORT ON ARMY RR MEN:

Where the Army railroaders are and what they are doing there (in Britain, in Persia, in Alaska, in the Southwest Pacific, in India, in North Africa, in Italy) was revealed last week to the New York Railroad Club by Lt. Col. Dawes Brisbane, whose address is reported herein. At the same session Lt. Col. Frank Cheshire, commandant at Camp Millard, where shop troops are trained, told of this training—and also how the Military Railway Service is organized, an account of his revelations being included in our report.

HOW ABOUT COMMUTERS?:

An editorial in this issue raises a question of how much longer the railroads can continue to compete with the public purse in philanthropy to people who ride daily between the cities and suburban homes. The public treasury having invaded this field of benefaction (i.e., with costly highways and subsidized transit) on a scale that the railroads cannot match, it is suggested that the carriers give thought to retiring (if they can) from this thankless philanthropy and use the money for improved services and rates to strengthen their hold on traffic which yields a profit.

SPLITS THE DIFFERENCE:

An emergency board awarded Pacific Electric employees an increase of 13 cents which Economic Stabilizer Vinson cut to 3 cents. Members of the no-strike-promising union (B. of R. T.) walked out, and were persuaded to return to work by the appointment of another emergency board to hear their case all over again. This new board has now awarded the strikers an additional 5 cents per hour (half of what Vinson took away from them in the first place) and Vinson has approved. Mr. Vinson seems to be exerting himself to prevent inflationary wage increases but, since those on the union side who defy him are made to suffer no inconvenience thereby, but instead are regularly rewarded for their intransigence, it would appear that the stabilizer's lot is not a happy one.

STRIKE VOTE ORDERED:

The leaders of both the op and non-op unions, who all along have made a great talk of their no-strike pledge, are nevertheless polling their members for a walk-out—the non-ops against the refusal of Economic Stabilizer Vinson to approve an 8-cents-an-hour increase awarded them by an emergency board, and the ops against an “insulting” 4-cents-an-hour emergency board award, which Vinson approved. The B. of R. T. also wants some more featherbed rules.

CHILDE, PAMPHLETEER:

Not content with carrying on his campaign for “uniform” freight rates decorously from his seat of judgment on the Transportation Study Board, C. E. Childe has descended into the forum as an advocate. Specifically, he has obliged the zealous Senator Stewart with a piece—aimed to be an answer to the A.A.R. pamphlet “Freight Rates to Fit

Needs, Not Theories”—which has been printed in the Congressional Record. When Childe was named to this board, it will be remembered that there were few who believed he had it in him to pull himself out of his partisanship up to the level of disinterestedness requisite for successful performance of functions judicial in nature.

RRs AS AIR OPERATORS:

The railroads are “best fitted” of transportation agencies for pioneering economically in the field of air transport for local communities—because they already have, in large measure, the terminals, personnel and other facilities which such service would require. Thus Professor T. W. Van Metre testified this week at a C. A. B. hearing on pick-up air services, as reported in our news pages. This well-known transportation exponent also went on to say that “we have had a salutary demonstration of the indispensability of the railroad”, and that railroad operation of highway vehicles has not only improved railway service but has afforded “healthy competition” which has fostered efficient highway transportation. He indicated a belief that railroad participation would provide a similar advantage, not only to rail service but to air transportation also. Congressman Reese (R., Ky.) has introduced a bill to permit railroads to operate air lines as subsidiaries.

PRESCRIPTION FOR RRs:

The National Planning Association, which describes itself as “a privately financed organization devoted to planning by Americans in agriculture, business, labor and government” has come out with a report on railroad prospects, reviewed in our news pages—the pamphlet having been written by “an economic analyst” who used to work for the National Resources Planning Board. This Association is the group which, a couple of years ago, issued a prediction that the railroads were going to break down—and otherwise indicated that, despite the names of business men on its printed matter, its economic philosophy was parallel to that of left-wing New Dealers. The new brochure, however, surmounts its unpromising auspices, giving evidence of objectivity and an appreciation of the public interest in continued efficient railroad service.

HOW TO HANDLE PEOPLE:

The most important influence on a railroad's “public relations” is the behavior of the employee who comes in direct contact with the customers. There is a technique to dealing with people—which may be mastered through precept and practice, just like handling a locomotive or running a transit. The New York Central is training a selected group of employees as instructors in this valuable art, as is revealed in a short article in this issue. When they have become proficient, not only in the craft itself but also in teaching it, each of them will impart what he has learned to other employee groups—with the end result of generalizing this knowledge.

FRUSTRATED UPLIFTER:

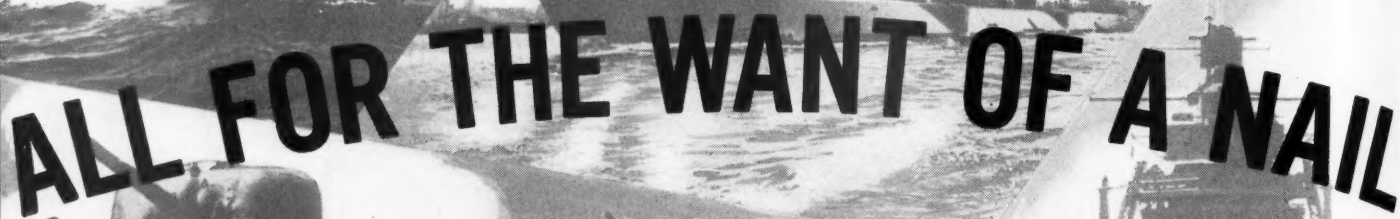
The psychic distemper which induced the Vice-President of the United States to erupt in a malicious and untruthful attack upon the railroads is analyzed in the leading editorial herein. The beaucratic “planners” (i. e., Mr. Wallace and his friends who seek to nazify American economic life by bringing it all under rigid control of government, meaning themselves) confidently predicted that the railroads would “break down” during this war, giving the place-holders an excuse to take over. The railroads have disobliged them by neglecting to break down—even though Mr. Wallace, as a party to starving them of materials, has contributed his share toward such a disaster. Vexed at the frustration of his expectation of a plausible excuse for government operation (i. e., big and steady jobs for bureaucrats), Mr. Wallace has seized the only handy alternative weapon, viz., grave-robbing the Populist party. Mr. Pelley's reply to the Wallace outburst, and Wallace's rejoinder are reported in our news pages. Comment by some leading newspapers is summarized in a short article.

NEVER MIND THE FACTS:

A measure of the Vice-President's respect for truth is afforded by comparing his statements with authoritative facts so simple that even the intellectually underprivileged may comprehend them. He asserted that rates are made by a private transportation monopoly, in face of the actuality that any and all rates are completely under I. C. C. control, and are “made” by the railroads only to the extent that the I. C. C. (with an attentive ear to customers' complaints) does not object. Mr. Wallace said that rates do not change with prices and are too high—but average freight revenues are 15½ per cent lower and passenger fares 36 per cent lower than in 1926, while commodity prices are 3.2 per cent higher and farm prices are 25 per cent higher than in 1926. The Vice-President mis-stated railroad capitalization by a mere \$6½ billions. Reckless and inflammatory talk from a public official who courts a reputation for rectitude and good-will toward his fellow-men.

WALLACE'S TWO FRIENDS:

None of the earlier gaucheries of the nation's bumbling No. 2 public official has received a cooler reception in the well-informed part of the press than his attack on the railroads. Your observer noted only two supporters in the metropolitan papers. One was the “Chicago Sun,” whose reaction to left-wing New Dealism was strictly orthodox. The Vice-President's only other supporter in the big-league dailies, so far as our quick look revealed, was a middle-aged female journalist, whose regular trade is Pythic utterance on international affairs. She thinks Wallace is great stuff because he says he favors competition and opposes monopoly—being unable to perceive, from her unfamiliarity with the subject matter, that he is aiming at goals precisely contrary to those he proclaims.



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ELECTRO-MOTIVE DIVISION

RAILWAY AGE

Vice-President Wallace on Transportation

The chagrin felt by the planners of a new order because of the way the railways have served the nation during the war is forcibly illustrated by Vice-President Wallace's wholesale denunciation of the railways in his address at Dallas, Tex., on October 20.

Two years ago government planners were criticizing railway management for inefficiency and shortsightedness, and hopefully predicting that the railways would "break down," and, as during World War I, government operation would become "necessary." Mr. Wallace, as a member of the government's War Production Board, has participated in its subsequent persistent refusal to let the railways have needed equipment and materials. Yet, although they are now handling 105 per cent more freight traffic and 275 per cent more passenger traffic than in 1940, the railways have stubbornly carried on, thereby creating the most favorable public sentiment they have ever enjoyed.

The government planners don't like this. It is contrary to their expectations and cramps their style. Hence the Vice-President, now the planners' principal spokesman, has lent the title of his high office to the most indiscriminating and misleading attack upon the railways made by anybody since the fiasco of government operation during and following World War I. Mr. Wallace did not once allude either to the results of government operation during and following World War I, or to the wholly different results of private operation during World War II. His failure to do so, although speaking in the midst of World War II, sufficiently indicates his determination to give the railways no credit for anything, and to discredit private management as much as possible.

He asserted rates are made, not by the Interstate Commerce Commission, but by a private transportation monopoly. The Commission has and exercises legal power to reject or reduce every rate that it considers discriminatory or excessive. He complained that rates do not change with prices, and, consequently, are too high. But average railway revenue per ton-mile is now $15\frac{1}{2}$ per cent lower than in 1926, average revenue per passenger-mile, 36 per cent lower; while the average wholesale price of all commodities is 3.2 per cent higher than in 1926, and the average wholesale price of farm products 25 per cent higher. If these declines of rates, while wages and prices have been increasing, were due to such "monopoly practices" in transportation as Mr. Wallace alleges, perhaps the public would not feel like joining him in complaining.

He charged "Wall Street exploitation" of the public to maintain earnings on "the huge capitalization of the railroads of more than \$24 billion." The railways' net capitalization—as last reported by the Interstate Commerce Commission—was on December 31, 1941, only $\$17\frac{1}{2}$ billion— $\$2\frac{1}{2}$ billion less than in 1930; $\$6\frac{1}{2}$ billion less than Mr. Wallace asserted; $\$8\frac{1}{2}$ billion less than their investment in road and equipment.

He charged the "transportation monopoly" with preventing, or trying to prevent, the public from enjoying "cheap" transportation by inland waterway, highway and air. Total costs of providing transportation service by each of these other means are much greater than by rail. Otherwise, why have they had to be subsidized by billions of dollars of government spending to enable them to compete with the railways in the past, and why are they now propagandizing for billions more of subsidies to help them compete with the railways after the war? Mr. Wallace, as a means of increasing competition in transporta-

Efficiency
FOR VICTORY

tion, advocates legislation to prevent railway companies from operating carriers by water, highway and air in competition with other companies. It is something new in logic to thus advocate *restriction* of competition as a means of *increasing* it.

The railways can hold their own and prosper in *equal and free competition* with all other classes of carriers. But competition is not *equal* when all classes of carriers excepting one are subsidized, or *free* if all excepting one are allowed to make whatever rates they require to take traffic, while that one is not allowed to make whatever rates it requires to hold traffic. Mr. Wallace, like spokesmen of carriers by water, highway and air, talked much for competition, but, like them, said not a word for equal and free competition. Yet any other kind of competition is a fraud on the public, and drives the railways toward government ownership—which happens, by a coincidence, to be the real goal of all government planners.

Profitless Commuter Traffic

There are two sides to the task of fitting the railroads to the post-war era—one being the prompt adaptation of their service and rates as necessary to hold existing business and develop likely new traffic; the other is the abandonment of profitless services. It is the first of these aspects which receives the more attention—but the second is scarcely any less important.

For example, what are those railroads so unfortunate as to be involved extensively in the "commuter" business around large cities going to do about it? At a time when the railroads had a monopoly of transportation, there was economic justification for their provision of suburban passenger service at extremely low rates. The traffic itself, of course, never did pay—but the communities developed and sustained by this service opened up new, and sometimes quite attractive, sources of local freight and through passenger business to the carriers which provided it.

Now, however—at least in normal times—the local freight business of suburban communities, excepting coal and building materials, is moved mostly by truck and the full-fare passenger traffic goes largely by automobile—leaving the railroads virtually only that traffic handled at extremely low rates (currently about 1¼ cents per mile—which, on short hauls, is practically pure charity). Even this is a fading business for the railroads. In the first six months of 1943 commutation passenger-miles were 24 per cent less than in 1929, while other passenger-miles were 219 per cent greater than in 1929. Since the first half of 1940, commutation traffic has increased only 29 per cent, while other passenger traffic has risen 317 per cent.

By the construction of modern highways (untaxed, of course, and paid for in part by general taxation), commuters by automobile and bus are everywhere getting their transportation at less than its full cost. On municipally-owned transit lines, especially in the New

York area, the rider travels with the aid of a taxpayers' contribution at least as large as the fare he pays. Since the taxpayers have gone in for philanthropy on such a large scale for the benefit of suburban transit, there is little reason for the railroads to continue their private benefactions in this field. They had better spend the deficits this service is costing them for the improvement of rates and service on traffic which is remunerative, and which such improvements might strengthen against competitive attack.

The Long Island Railroad in a notable series of advertisements in its territory (which have been reported from time to time in *Railway Age*), has made known to its patrons some of the difficulties of a suburban passenger carrier which has to pay its own way, in competition with services provided largely at public expense. An executive of another large passenger-carrying road, who foresees severe post-war airplane competition for long-haul traffic, advises us that the principal deterrent to the greatly reduced fares needed to counter this competition is the burden his road's passenger business has to carry in the way of unremunerative suburban service.

For a railway plant to flourish, it needs more than the fertilizing nourishment of remunerative traffic—it also needs to lop away the deadwood "that bearing boughs may live."

Signaling Performance and Track Maintenance

War-time traffic has caused an increase in the number of trains, as well as in train speeds, on many lines, both of which result in more rapid wear and tear on track at a time when there is already a serious shortage of men and materials to make good this deterioration. Poorly maintained track leads to incorrect operations of signaling, which result in unnecessary train delays. Signaling is tied in with the tracks (1) in the bonds on the rail joints, (2) in the insulated rail joints inserted to isolate track circuits, and (3) at main line switches, including those which are interlocked as well as those which are hand-thrown and equipped with circuit controllers.

Insofar as bonding is concerned, recognition must be given to the fact that the shortage of labor is so acute that the track cannot be maintained to normal standards, with the result that many ties which need tamping now will continue to need tamping for some time. In the meantime, the rail joints will become loose and the bonds will undergo more severe wear. As a result, signal maintainers must spend more time inspecting and repairing the bonding.

The inspection and renewal of insulated rail joints requires the co-operation of signal and track maintenance forces, with the most important item, that of keeping the ties well tamped, being 100 per cent track

work. If the ties are not kept well tamped, the insulation will break down, and the replacement of the insulation causes a lot of extra work for both signal and track maintenance forces. For these reasons, every effort should be made to keep the ties tamped under insulated rail joints, so far as this is possible with the track men available.

A main line switch may be in fairly good condition from a track standpoint, but the various parts may be out of line, worn and loose to an extent that leads to difficulty in keeping the lock rods of the switch machines adjusted, or, on hand-throw switches, in keeping the switch circuit controllers adjusted. Here again, it is important that the ties under the switch should be well tamped; it is also important that a sufficient number of anti-creeper be installed to prevent the rail from running. From the signaling standpoint, the switches, lock rods and circuit controllers must be adjusted to withstand the obstruction test established by the Interstate Commerce Commission. The difficulty is to keep within these limits and at the same time not cause safety failures which hold the signals at the most restricted aspect, thereby stopping trains unnecessarily, until the maintainer can make further adjustments.

The present situation is, of course, aggravated by the acute shortage of men. In some instances a friendly spirit of co-operation between the signal maintainer and the track foremen on his territory is effective in keeping the ties tamped under insulated joints, as well as in keeping the switches in good condition. On at least one road, it is standard practice for the signal supervisor and the roadmaster of each division to make a joint inspection of every main line switch once each month, and to agree on the work to be done at each switch by the track as well as the signal forces. On other roads, the situation is permitted to go from bad to worse until the matter is taken in hand by some higher officer, who is responsible for train delays as well as for the maintenance of both tracks and signaling.

In order to cope with the increase in work caused by the wear and tear of heavier traffic at a time when no more men are available, many roads have authorized their signal maintainers to increase their regular working day from eight to nine or ten hours.

Checking Steam Heat

One important job now engaging the attention of coach yard and terminal forces, in addition to maintaining the maximum number of passenger train cars serviceable and clean, is to see that the steam heat equipment on these cars is in good condition and functioning as intended. The primary purpose of this attention, of course, is to assure keeping passengers comfortable under severe winter conditions and up

to the full limit of government regulations which in some instances, at least, specify temperatures not over 65 deg. F. in passenger compartments. The other two objectives, secured largely by checking steam lines and stopping leaks, are fuel conservation and the elimination of hazards due to poor visibility.

The public generally, and possibly even some railroad men, fail to realize just how much care and really expert work are involved in making a steam heat system function properly, regardless of whether it is the relatively-simple standardized system of older type, or the newer and more complicated zone-control system used in many of the newer passenger cars. Not only are there end valves and connectors, constant pressure valves, heat regulators or feed control valves, floor heat valves and automatic valves for either overhead or floor heat to take care of, but thermostats and electrical control equipment must be maintained to operate all automatic heat. The importance of having experienced repair forces to maintain this equipment properly can hardly be overestimated. Neither is it possible to overstate the problem confronting coach yard foremen who are trying to keep steam heat equipment on passenger cars functioning with terminal forces largely depleted of experienced help, lost to military service and defense plants and replaced by men who, however willing to work and learn, have not the necessary "know how."

One of the mistakes sometimes made by inexperienced help is to attempt to determine the condition of diaphragms in defective heat regulator valves by shaking, whereas the expansion qualities of the diaphragms should be tested in hot or boiling water. Another bad practice is to set regulators too tight in an effort to prevent steam blows caused by defective discs which will not seat and should be renewed. Still another error is the use of improper tools such as pipe wrenches for removing valve stuffing nuts to check the condition of packing, with the result that the brass nuts are dented and may subsequently bind the stems and cause the valves to stick. Automatic heat valves also sometimes stick due to improper setting of the compensator handle and this, together with many other details too numerous to mention here, must be thoroughly understood by coach yard repair forces before they can adequately care for steam heat equipment.

One caution which engine crews can observe is to supply no more than the required amount of steam, dependent upon train length and outside temperature conditions, when road locomotives are first coupled to trains standing in coach yards. Excessive pressures, transmitted through the steam line, cause regulators and metallic joints to blow when they would remain tight under the lower pressures supplied by coach yard lines as required for train heating. A steam pressure of 7 to 10 lb. per car is all that is normally needed which, of course, amounts to a maximum of 150 lb. for a 15-car train. While steam

pressures should be definitely limited to actual requirements, the volume of steam necessary to heat long trains of 17 cars or more under extreme temperature conditions is such that an unrestricted 2-in. line through all cars is required.

The Snows Are Coming

As the first signs of winter appear, railroad men who have the responsibility of keeping the tracks open are beginning to appraise the problem that will confront them—and the situation they are finding is one to inspire anything but complacency. Overhanging all of their plans is the labor shortage, which, already critical, is growing worse. When the blizzards strike, there will be no reservoir of casual labor on which the railroads can draw, as they have in the past, for the extra help needed in keeping tracks and switches free of snow and ice. And they must base their plans of action on the assumption that such supplies of labor will be greatly reduced or lacking.

Ingenuity, foresight, and advance planning must therefore be called into play. A long step can be taken by making the fullest possible use of switch heaters to reduce to a minimum the need for manual labor in keeping switches free of snow. Although the manufacture of most types of heaters requires the use of critical materials, the railroads have in their favor the strongest possible arguments in making representations to the WPB for the necessary priorities. After all, what can be the basis for refusal when material requirements are so small in relation to the service at stake?

In planning their snow-fighting operations, the railroads will make every effort to insure having available when needed as large a proportion as possible of the manpower they will require. One possibility is to retain the extra forces that have been engaged on routine maintenance work during the active season now coming to a close. There are many items of maintenance work that can be continued during cold weather in most sections of the country, and those roads that are scheduling such work this winter will not only assure themselves of a supply of labor for fighting snow, but will emerge in the spring with the nucleus of an organization for conducting next year's work programs.

Other possibilities are also open. In some instances, advance arrangements can be made with high schools and colleges to furnish student labor during emergencies. If the general public can be made to realize the extent to which railroad traffic can be disrupted by heavy snowfalls, and to consider this fact in relation to the possible adverse effects on the nation's war effort, it should certainly be willing to view sympathetically any reasonable expedient designed to avoid such disruptions.

War "Shows Up" Old Tools

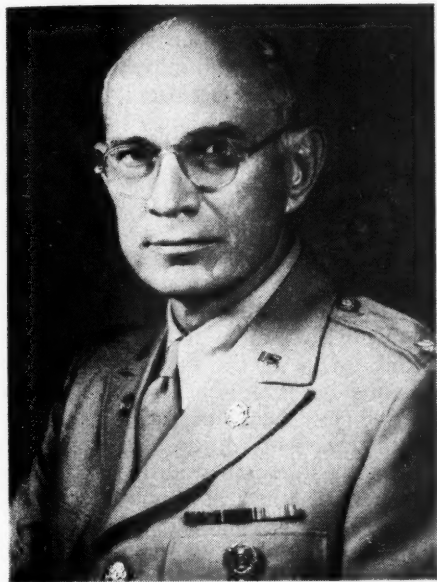
In spite of the experience of industry with modern tools and tooling equipment most railroads have been reluctant to discard machine tools which are still serviceable. A few roads have been outstanding for their recognition of the capabilities of modern equipment and have profited thereby. With the war came a demand for motive power and cars beyond that which the railroad industry had ever before been called upon to meet. Immediately the source of new power and cars was restricted, and the competition of the armed services and the defense industries for basic materials and manpower has placed a severe handicap on the ability of the shops to make general repairs to equipment. For the same reasons the modern shop equipment that might have eased the situation was almost impossible to secure because of unfavorable priorities.

So, during the past 20 months particularly, those few roads which had been foresighted and kept their shop equipment up to date found themselves in the fortunate position of having a comfortable reserve of shop capacity while other roads were forced to watch obsolete machines and tools waste man-hours at a time when man-hours were becoming increasingly more valuable.

Months ago there were signs that the machine-tool industry would ultimately find itself with excess producing capacity. There were also indications that the experiences of many roads under the pressure of forced operations had made them sufficiently conscious of the potential value of the new tools they did not have to create a desire for immediate replacement once the opportunity presented itself. A survey was made to discover the nature and extent of this pent-up demand for new shop equipment and, if our interpretations are correct, the railroad industry has, through experience, so thoroughly sold itself to the value of modern tools that programs involving the acquisition of several million dollars' worth of new equipment are about to get under way.

The effect of high-speed, heavy-tonnage operation is reflected in the almost universal demand for that type of machinery used in the finishing of running gear parts—wheels, axles, bearings, rods. There was a time when the two-foot rule was looked upon as a precision instrument in railroad shop work. That day is gone. The introduction of such precision-built parts as roller bearings and the use of light-weight running gear parts is now seen as a governing factor in the need for machine tools capable of modern accuracy. This requirement plus the need for greater unit output to meet the growing man-power shortage completely overshadow the element of the peacetime requirement of production at low cost. Yet the new equipment, when installed, will assure low-cost production of locomotive and car parts now and in the post-war period when competition will be the keenest.

What Army Railroaders Are Doing and How They Are Trained



Lt. Col. Dawes E. Brisbine

TWO prominent officers of the Military Railway Service—Lt. Colonel Dawes E. Brisbine, chief, Military Railway Branch, Transportation Corps; and Lt. Colonel Frank E. Cheshire, commandant, Camp Millard, Bucyrus, Ohio (where railway shop battalions are trained)—addressed the New York Railroad Club on October 21. Colonel Brisbine told of the work of the Military Railway Service in various theatres of operations—that is, where the military railroaders are and what they are doing there. In his address, Colonel Cheshire revealed how the Military Railway Service is organized to function in practical railroad operation, and, more particularly, how railway troops are trained. Said Colonel Brisbine, in part:

American Railroading in England

"I have a V-mail letter at home from a nephew, now serving as a tech sergeant in England with the Air Corps. One evening last June he was wandering down a typical country roadside. He was just plain homesick. A curve in the lane brought him to a railroad crossing and the whistle of a locomotive brought his mind back to the present moment. It was not the piercing whistle of a British engine, but the full-throated, deep-chested signal of an American 'Mike.' This American locomotive brought the lonesome kid its greetings from home.

"At the many installations of the American Army throughout Great Britain, a major part of the rail transport service is handled by American train crews with American locomotives. In addition to these, many American locomotives have now augmented the power of the British railroads. Early in our participation, Colonel Norman Ryan, formerly general manager, C. M. St. P. & P., was ordered to England as senior rail officer and Deputy Chief of Transportation. With him are a number of railroad men, including Lt. Colonel S. H. Bingham, of the New York subways; Majors Wm. Sines, of the B. & O.; Max Emmanuel, of the N. Y. C., and Ed Ayre, of the Pennsylvania. More recently they

have been joined by a B. & O. grand division headquarters (Major John S. Major and Major Hathaway); also Colonel Wm. S. Carr with his New Haven operating battalion and a railway shop battalion from the Pennsylvania (Colonel Howard Bates and Major Ed. Hanly).

Soldier Railroaders in Alaska

"Halfway round the cap of the world, a Military Railway operating battalion has taken over the operation and maintenance of the White Pass & Yukon Railway between the port at Skagway and Whitehorse, near the headwaters of the Yukon river. Last fall, Whitehorse suddenly became a focal point of strategic interest; the great Alcan highway was being constructed from near Edmonton, Alta., to Fairbanks, Alaska. Personnel, material and supplies for the construction of this road could be moved both north and south from Whitehorse. The town was also to be the western terminus of a 450-mile pipeline under construction from the oil wells at Norman up near the Arctic circle on the banks of the Mackenzie.

"The White Pass & Yukon, constructed in 1901 to serve those who sought their fortune in the Klondike gold rush, has been operated continuously by a London syndicate. On October 1, 1942, the line was taken over by the War Department, under a continuing lease executed by the owners. By the terms of this lease the Transportation Corps of the Army will operate the line for the duration of the war and one year thereafter.

"Never equipped to operate as a heavy freight line



Lt. Col. Frank E. Cheshire, T. C.

and always harassed by severe winter operating conditions, it was physically impossible for the company to handle the suddenly imposed war load. With the execution of the lease, a Military Railway operating battalion was given the task of rehabilitating the facilities and providing an adequate operating personnel. The battalion has moved the largest tonnage of the road's history with surprising regularity over the tortuous grades of the famous White Pass.

"Many years ago military experts proclaimed the control of Alaska as imperative to the control of the Pacific. Dutch Harbor, Anchorage, and, later, Fairbanks became sites for Army installations. In 1914 Congress authorized the President to construct and operate certain railroads in the territory of Alaska, and 1923 the Secretary of the Interior was directed to take over and operate the line between Seward and Fairbanks.

"Confronted by heavy war traffic and an increasingly critical manpower shortage, the management of the Alaska Railroad submitted a request to the War Department for prompt and material assistance. Within a few weeks after this request had been made, another railway operating battalion, from the C. & N. W., was moved in to supplement the civilian personnel. A recent report from Interior Department's general manager of the Alaska Railroad brings news that this battalion is functioning with all of the efficiency of an American railroad organization. Because of much deferred maintenance, it has been necessary to establish maintenance of way camps throughout the length of the line—53 such camps, with 53 separate messes, are now being operated and a post exchange car operates regularly up and down the line.

In the Far and Near East

"Moving again nearly a third the distance around the world, this time to a point below the equator in the Southwest Pacific, we find a tiny railroad on the French Island of New Caledonia. This island, it will be remembered, was to have been the southeastern point of the Japanese great strategic crescent. Unfortunately for Tojo's plans, the Americans arrived there first. A railway operating company, largely recruited from railway men in the area, is now operating this 32-mile narrow-gage railroad.

"At the present time the railroads of Australia are being operated adequately by their own managements. There is a group of American railway experts, headed until recently by Colonel Paul Johnston from the Erie, studying the railroad problems of the continent down under, not the least of which is the wide difference in railway gages.

"The China-Burma-India theater commander has on his staff a number of field officers of the Military Railway Service. When the time comes for us to move into China, it is reasonable to assume that the American railroader will be there to haul American troops.

"From the two principal ports on the Persian gulf, Bandar Shahpur and Khorramshahr, standard-gage railway lines run northward to join at Ahwaz and from there on to the capital at Teheran some 600 miles from the gulf. At Teheran one line of railroad extends in a northeasterly direction to the Caspian seaport of Bandar Shah. A second line has more recently been constructed to the northwest where it will eventually connect with the Russian railways at Tabriz. The Trans-Iranian Railway was constructed by British and American engineers for the Iranian government. The work was begun in 1928 and was practically completed in 1939. After the coup d'etat in 1941, the British took

over the operation of the lines from Teheran south, while the Russian sphere of influence controlled all operations north of the capital.

"The Russian National Railroads, extending south through the Caucasus and Armenia, terminate at Tabriz. These are of 5-ft. gage. The unfinished gap between the Persian Railroad and the Russian lines is approximately 80 miles over which all supplies are transported by truck trains. At the close of 1942, arrangements were made whereby the operation of the lines between the Gulf and the capital were turned over to the American Persian Gulf Command, under the immediate direction of the Military Railway Service.

"By the middle of January, 1943, the operations of this railroad were in the hands of American military railway units under the supervision of the Union Pacific's grand division headquarters. Lt. Colonel John J. Clutz (P. R. R.) commands one of the three operating battalions. Due to the fact that there are heavy Diesel operations on these lines, the Diesel shop battalion sponsored by the American Locomotive Company, under command of Major W. C. Rogers, is also on duty in this theater. In addition to the power on hand at the time the Americans took over these Persian operations, there are a considerable number of oil-burning locomotives of the 2-8-2 type; and also a substantial number of 1,000-hp. Diesels of the 0-6-6-0 type.

"The operations in Iran will make an interesting chapter in the history of American railroading. Stories of mixed train crews, with absolutely no understanding of each other's language, have been told frequently. If it weren't for the fact that all are railroad men who understand each other's needs and signs, it would be difficult for an American doughboy conductor to impart his orders to a bearded Persian engineer.

"While the line of railroad itself was one of splendid construction, the methods of communication were totally inadequate. These have been remedied by installations of our Signal Corps and with the operation and maintenance by our railway operating battalions.

In North Africa

"A thousand miles to the west of the Persian Gulf is the Suez Canal. English-built railroads, parallel to the canal, extend westward to Cairo, Alexandria and into the Western Desert, to within a short distance of Tobruch. Due to lack of water and coal, the operations over these Egyptian lines are largely by Diesel power. Here we find another American railway shop battalion. It has been the duty of this battalion to unload, assemble, keep in repair and, in part, operate American Diesel locomotives. A large part of their work is performed by semi-mobile units placed at strategic points between Suez to El Alamein. Their work is of such importance that their retention in that theater has been specifically requested.

"Among the first Transportation Corps troops to be landed at Oran, Algiers and Bone in North Africa were detachments from Military Railway battalions whose duties included unloading and erecting of locomotives, the clearing of local yards, and the opening of main line traffic. (A railway map of Northwest Africa was published in the *Railway Age* of March 6, page 457.)

"When American service units and the earlier large shipments of supplies landed at Casablanca, they found the transportation situation well under the control of Colonel Clarence L. Burpee and Major Jesse M. McLellan, both of the Atlantic Coast Line. Railroads throughout Morocco were and remain under the French and Arabic operation, but the splendid job done by these

American railroad officers speeded up and co-ordinated the service to a degree of efficiency necessary to handle the enormous overload.

"From the very first, American Military Railway units took over the operations of the principal railroads in eastern Algiers and all roads in Tunisia not occupied by the enemy. Those first to arrive were assigned the task of operating the narrow-gage lines extending south-east from Ouled Rahmound (junction just south of the important rail center at Constantine) through Tebessa into Tunisia. These were the most important arteries until after Rommel was pushed north of Sousse.

War Railroading in Tunisia

"As other units arrived, operations were assumed over all the lines of the Algerian Railways and the Tunisian Railways, east of Setif, except for the standard-gage east of Souk Ahras which was under the jurisdiction of the British. A railway operating battalion from the Missouri Pacific operated the stand-gage lines from Setif through Ouled Rahmound and Constantine to the busy port of Phillippeville.

"With headquarters at Tebessa, another railway operating battalion under Lt. Colonel Frederick W. Okie (Southern Ry.) operated the narrow-gage lines into Gafsa until driven back in the Germans' February push. It was then that Colonel Okie and a small group of his men removed 13 locomotives and other rolling stock from under Hitler's nose. They removed the side rods from other engines, thus leaving them useless to the Nazis. They hid a train of ammunition in a tunnel and finally escaped by truck into the desert. Their entire action was under the direct fire from German tanks and an anti-tank battery that had entered the village while they were at their job.

For his splendid efforts, Colonel Okie was subsequently decorated.

"A railway operating battalion from the A. T. & S. F. took over the operations east of Tebessa, while the Southern Railway unit was moved to the standard-gage line between the port of Bone and Oued Keberit. The Illinois Central battalion connected up with the British at Souk Ahras, and the T. & N. O. unit was moved into the eastern sectors soon after their arrival. A Rock Island outfit took over the main line west of Algiers to Oujda on the Moroccan border.

"Short-handed as the Military Railway Service was for mechanical units, the Big Four railway shop battalion under Lt. Colonel John J. Daugherty found its platoons scattered to all principal rail terminals from Oran to Mateur.

That it kept the power in operation with a minimum of shop lay-over, and with a minimum of shop equipment, speaks volumes for the record of that splendid battalion.

"General supervision of western lines was under a railway grand division headquarters from the Great Northern Railway, while the eastern lines were under another railway grand division headquarters from the Atlantic Coast Line. The later arrival of the N. Y. C. railway grand division headquarters under Lt. Colonel James E. Guilfoyle, Major O'Connell, Colonel Crane, Colonel Hentz and Major DeLisle lightened the load on the other two.

"As the tide of battle moved eastward, American troops captured the little port of Tabarka, western terminus of a standard-gage branch connected with the key junction point of Mateur. Here a locomotive and 19 freight cars were discovered with only a minimum

of sabotage. Brigadier General Carl R. Gray promptly dispatched two truckloads of mechanics, a couple of train crews and some spare parts to the port, and within 24 hours our supplies were moving to the front by rail from cargo boats hurriedly moved in from Phillippeville.

"As part of a day's work, Lt. Roy W. Hartzel of the Missouri Pacific, Master Sergeant Philip M. Buckingham of the Santa Fe, and Tech/4 Homer A. Jenkins of the Milwaukee, switched a burning box car out of their train to a spot where water was available. While the lieutenant directed the stream of water, the other boys unloaded the car. Soldiers' medals were bestowed on all three for this act of heroism. The box car was loaded with ammunition.

"When the end came to the Tunisian campaign, a check-up showed American troops in charge of 800 miles out of a total of 1200 miles of railroad in the country. Despite the destruction of 40-odd bridges by the retreating Boches, all had been replaced or repaired. Some of the most important lines of the system began carrying freight for Allied troops just as soon as the roads fell into Allied hands. General Gray has reported that 'at no time was the railroads' availability for hauling supplies more than three hours behind most advanced tactical troops.'

"When M. R. S. troops landed in North Africa, they found locomotives of many brands and vintages. Outstanding among these were a number of American Pershings, built for World War I and shipped by us to France in 1918. These old engines, still very much in the service, have been adequately supplemented by modern American-manufactured locomotives designed and constructed especially for overseas service.

"General Patton has published a glowing citation for the work done in Sicily by one of the railway operating battalions. On the fourth day of the invasion, elements of this unit had landed and taken over railway operations along the south coast. They organized the native railway workers, located and repaired equipment, and within four hours had steam up and wheels rolling. On the next day regular supplies were moving to our advancing combat troops.

"As General Patton's citation reads: 'The opening of the rail lines and the organization of the Italian railroad personnel were made so rapidly that rail service was immediately available in the port of Palermo when it opened on the 28th of July, and service maintained from that port in spite of bombing attacks and sabotage.'

And Now—in Italy

"And now we read that 11 days ago tonight the line into Naples was opened by Major Arthur G. Teets of the N. Y. C. and his gang. The Italians said it could never be repaired. The British estimated it would take several weeks—but the job was done in five days. And Mark Clark's Fifth Army has rail service at least as far as Naples. I suspect the sound of his locomotives will soon be heard from the south bank of Volturno river.

"Here at home we are strenuously engaged in the organization and training of new railway units including the Lackawanna and Lehigh shop battalion under Colonel Jim Purcell and Major Lawrence Lewis, and another from New England headed by Colonel Emil Ringberg of the B. & M. There is a Reading operating battalion under Colonel Fred Biltz and Major Schafer; Colonel Karl Emmanuel's New York Central unit; and a Pennsylvania grand division headquarters commanded by Colonel Louis Jamison and Captain Jacob Kasnitz with 1st Lt. Harry Campbell of the Long Island. These



and many others are being conditioned and trained for the heavier tasks that are in front of us.

"The Military Railway Service is an integral part of the Transportation Corps. Its units are organized and activated from the various railroads of the country, and receive their technical training under the leadership of Major General Charles P. Gross, chief of transportation. These matters are handled through the Rail Division under the direction of Colonel John A. Appleton, general manager, New York Zone, Pennsylvania R. R.

"The units, set up on definite military lines, are also constituted so as to function as a practical railroad operating system. Take North Africa as a typical example of a major theater of operations. The senior rail officer, Brigadier General Carl R. Gray, is general manager of the Military Railway Service, and with his headquarters, commands all rail operations in the Mediterranean Theater. He has been named Director General of Railroads by General Eisenhower. Directly under the general manager are a number of railway grand divisions, each commanded by a colonel who functions as a general superintendent.

"In a typical railway grand division there are three or four railway operating battalions, each commanded by a division superintendent; one railway shop battalion commanded by a general shop superintendent; one railway base depot company commanded by a storekeeper; and a railway workshop (mobile) commanded by a master mechanic.

"One of the outstanding features of the North African campaign has been the close collaboration among the railroad men of the Allies—British, French and American. Many times the French and Arab trainmen have been appalled when the force and dynamic push of the Yanks overrode their own more casual methods of operation. More trains were moved in a day than their system of dispatching would move in a week. But move they did. The British, on the other hand, were quick to come to our assistance with their mobile shop units or spare equipment. Each holds the other in high regard, with respect for his railroading ability. In fact, 'cheminots' (railroaders) the world over are much alike under the skin."

Colonel Cheshire's Address

Colonel Cheshire said in part:

"The architects of M. R. S. had the tried and proven system of American railroad operation under which to plan railroad transportation for war. Long before Pearl Harbor, or even Munich, the plans had been drawn. At the top, to direct operations in the field, was Military Railway Headquarters—the 'G. O.' office. Then the grand division headquarters, patterned after the regional or district operating staffs, and on to the divisional operating units—the railway operating battalion and back shop outfits—the railway shop battalion.

"In a railroad divisional organization there is maintenance of way and structures, water availability and its treatment; motive power, rolling stock and equipment inspection and maintenance; and the operation of trains, dispatching offices, yard operation, and supply of all of these operations. These are the essential operating functions and there was obvious necessity of organization to meet proven military practice. Into the military pattern of company and battalion was woven the operating functions. Of the operating battalion: A company handles maintenance of way and structures; B company handles maintenance of power and equip-

ment; C company handles operation of trains, yards and stations; the headquarters and service company is in charge of train movement, administration, supply, technical and division mess.

Organization of a Shop Battalion

"In the shop battalion: A company handles erecting, machine shop and work equipment; B company handles boiler and smith shop, including blacksmithing; C company, car repairs and wheel shop; the headquarters and service company is in charge of supply, administration, power plant and salvage.

"Here then is the structure. Then to man it, there are American railroad men of abilities commensurate with the functional assignment. The commanding officer of the operating battalion is a division superintendent. That of A company is a division engineer, his platoon commanders comparable to his railroad division staff. That of B company is a master mechanic with his staff assistants as platoon commanders. C company is headed by a trainmaster with the traveling engineers and a yard master as platoon commanders. The h. and s. company commander is the supply officer, who also supervises the performance of the various supplementary services.

"In the shop battalion, the battalion commander is a general shop superintendent. The commander of A company is a locomotive shop superintendent, with platoon commanders as superintendents of the erecting, machine, and work equipment shops. The B company commander is a boiler shop superintendent with platoon commanders as assistant superintendents, of boiler, blacksmith and pipe and tin shops. The company commander of C company is the superintendent of the car shop with platoon commander assistants of the freight, passenger car and wheel shops. The commanding officer of the h. and s. company is the supply officer with assistants to develop supply and stock requirements and obtain procurement, provide battalion administration, supervise power plant operation and maintenance, and salvage of material and equipment. The M. R. S. headquarters and grand division headquarters are staffed and manned likewise comparable with American practice.

"It is generally known that many railroads sponsored these units and supplied the officer personnel when the call to active service was given. So far as available, enlisted men of railroad experience were assigned. In the battalions activated in the early months of the war a considerable portion of the personnel was experienced to some degree.

"The available trained manpower has rapidly dwindled to an insignificant part of the demand. Training is, therefore, the only answer—training as soldier and as railroad man, foreman, mechanic, engineer, trainman, maintenance man and on through the great list of specialists required to operate railroads.

"It is not contemplated that these soldiers-of-the-rails will be used as primary combat troops, but modern war is all-inclusive in attack, and all troops must be trained and skilled in self-protection and the effective use of hand weapons at least. Self-protection involves first aid and personal hygiene, as well as defense against gas attack, bombing and strafing, parachute attack, mechanized attack, and, of utmost importance, a physical training that will condition the body against fatigue, heat, cold, or other hardship; plus mental condition that will produce confidence and a relentless offensive spirit, the will to move forward, to work on and on against fatigue, with little food and frequently less water, with-

out sleep and with none of the comforts and luxuries of peace-time civilian existence.

"These are not the lurid colorings of a propaganda placard, but the training objective of Military Railway Service, dictated by the experience already gained under combat conditions. Training is being continuously adjusted and correlated with the accumulating experience of our troops under conditions of actual combat. An officer recently returned from the successful African campaign was asked what he would do if he were going to return to the theater. His answer was immediate and emphatic: To be conditioned physically to the highest possible degree. Rigorous physical conditioning is colorless and boresome, but necessary nevertheless. We accomplish it through calisthenics, supervised athletics, obstacle courses, practice marches, a balanced diet and minimized luxury.

"Our training objective is, therefore, multifold: (1) Physical training; (2) mental conditioning; (3) technical qualification; (4) development of acceptable proficiency in military subjects.

"For a more comprehensive understanding of the conditions under which the training activities are carried on we may consider briefly the training environment. Camp Millard, located on the outskirts of Bucyrus, Ohio, approximately three-eighths of a mile from the former T. & O. C. back shop, will furnish this picture.

Shop Training at Bucyrus

"Camp Millard is a small city of several hundred population. It is complete in itself; with all of the facilities necessary to house, supply, feed, care for, entertain and train the men of the shop battalions. As an annex we operate training shops for instruction of machinists, electricians, welders, sheet-metal workers, blacksmiths, pattern-makers, construction carpenters, auto mechanics, etc.

"It is in these shops that the foundation training is carried on. After the trainees have mastered the rudiments of the mechanical crafts they begin specialization. They remain in the instruction shops long enough to develop some operational skill and are then transferred to the back shop for work in the various sub-shops and on railroad equipment. We have repaired and have under repairs steam and Diesel-electric locomotives, locomotive cranes, caterpillar clam shells; have rebuilt steel-underframe box cars, converted some to flat cars; converted to interplant use several box cars released from special service; and erected and dismantled for subsequent shipment the various theaters of operations-type rolling stock. These locomotives and cars go back into service in various government installations.

"In addition to this shop, two shifts of the men training for the locomotive shop work 40 hours a week on Class 5 repairs in a large roundhouse of a trunk line railroad.

"While this picture is of the facilities for training the shop battalions, the set-up for the operating battalions is equally inclusive. There are several locations for training these, but the technical training practices are comparatively uniform. The trainee M. R. S. soldiers are superimposed upon the operating organization—the engine crews on the engines, the train men with the train crews, the dispatchers in that office, the equipment maintenance men in the roundhouses, in the yards and on the rip tracks, the yard masters and switchmen in the yards, the track gangs and the bridge gangs out on the railroad. All work with and are trained by the craftsmen of the American railroads.

"Down in Louisiana there is a railroad being oper-

ated by such a trainee battalion, and several have already graduated from it. It is the Claiborne-Polk Military Railroad.

Largely built and wholly operated by Military Railway Service, operating battalions trained there are now operating vital railway supply lines in the Mediterranean Theater, across the Iranian corridor and in Alaska and the Yukon. This attests to the effectiveness of the technical training of the units of M. R. S.

"The physical training has already been discussed in some detail. The mental conditioning starts with the adjustment made necessary by the change from a comparatively luxurious and undisciplined living to one of minimized luxury and complete discipline—a change from an individual to a member of the team, and yet without destruction of initiative, self-confidence or respect for military authority. That is no small accomplishment on the part of either the individual or the agency of command. It is the second most drastic psychic adjustment required of American manhood. The first is that of rational adjustment to bombardment and the environment of battle. With the first adjustment satisfactorily accomplished, however, the latter comes easier.

"While the program as a whole is military training in a general sense, there are subjects strictly military in character—close order drill to develop co-ordination, instant response to orders, group smartness, and the inculcation of the military spirit inspired by being a part of a compact group moving in unison, confidently and to a measured cadence. Next comes the care and effective use of hand arms and grenades. The use and care of the gas mask and the development of skill in getting it in place quickly, properly adjusted to provide positive protection is then taught, along with recognition of the various poison gases by their odors, and instruction in counteraction for protection of self and buddy.

"The trainees are instructed in rigging from available materials, as a substitute for crane and hoist. A gin pole, a boom derrick or a stiff leg derrick erected by reason of the ingenuity and resourcefulness of the soldier-railroader will frequently get 'em rollin'. Other subjects covered in the instruction include: Field fortifications as they afford protection for the individual and small group—the fox hole and slit trench; concealment and camouflage; orientation in strange country—the use of the compass and the ability to read and follow maps; explosives and demolitions; training to live in the field (providing essential sanitary conditions, utilizing minimum facilities); safeguarding military information; first aid under field and combat conditions.

"To accomplish all of this training requires numerous instructors. All men informed on a subject are not necessarily qualified to instruct others. It is, therefore, necessary to provide instructors through training in effective methods of rapid instruction. Instruction, demonstration, supervised individual and group performance are the four primes of training. Across North Africa, in the Middle East, in Sicily and Italy, and in the rigor of Alaska and the Yukon, troops of Military Railway Service are demonstrating that the preparatory training is getting the job done."

[On October 19 Colonel Chesire presented a paper dealing with the organization and training of railway shop troops before the Car Department Association of St. Louis at the Hotel DeSoto, St. Louis, Mo. In the introduction to that paper he dealt in greater detail with the organization of the Army Service Forces as a whole and also referred in somewhat greater detail to the various crafts in which training is provided at Camp Millard.—EDITOR.]

B. & B. Men Hold War Conference

Give consideration to labor, materials, avoiding interference with traffic, minimum use of cars, and other timely subjects at two-day meeting in Chicago on October 20-21

PART I

WITH the single purpose of aiding railway bridge, building and water service men in the solution of the most critical and pressing problems that have ever confronted them—those of keeping railway structures adequate to the demands of wartime traffic in the face of many handicaps—the American Railway Bridge and Building Association held a war-time conference in Chicago, October 20-21, which fulfilled its purpose beyond question.

Cut from the usual three-day meeting to two, devoid of all entertainment and "streamlined" in every respect, the meeting was one of the most intensive in the long history of the association. Of still greater importance, its program was keyed throughout to the most urgent needs of its members, with twelve papers and addresses dealing with the various phases of the labor and material situations, avoiding interference with traffic and the release of cars in company service, and seven committee reports featuring these subjects and specific operational problems. All sessions of the meeting were presided over by G. S. Crites, division engineer, Baltimore and Ohio, Baltimore, Md., and president of the association. Attendance at the meeting totalled 145, of which 105 were railway officers.

Key Men Address Meeting

Opening the meeting, H. R. Clarke, chief engineer of the Burlington system and president of the American Railway Engineering Association, reviewed the problems that confront the railways and, more specifically, maintenance of way and structures forces, and challenged those present, through ingenuity and initiative, to aid in the solution of these problems. Shortly thereafter, heading a four-part symposium on Problems of Labor Supply, Edwin M. Fitch, assistant director, Division of Transport Personnel, Office of Defense Transportation, Washington, D. C., presented a comprehensive over-all picture of the labor situation. Others taking part in this symposium were W. G. Powrie, engineer maintenance of way of the Chicago, Milwaukee, St. Paul & Pacific, who spoke on the employment of high school boys to ease the labor shortage in maintenance of way workers; Malcolm Young, supervisor of track, Pennsylvania, Warsaw, Ind., who told of the employment of women in maintenance of way work on his road; and L. E. Peyser, principal assistant architect, Southern Pacific, who submitted a paper on the experience of the Southern Pacific in the employment of week-end workers.

A second and equally important symposium forming a part of the conference program—on Bridge, Building and Water Service Materials in a Time of Scarcity—was keyed by A. C. Mann, vice-president, purchases and stores, Illinois Central, who discussed the general over-all material situation. Others who participated in this feature of the program were O. F. Dalstrom, senior

structural engineer, Division of Civilian Supply, War Production Board, Washington, D. C., who submitted a paper on What We Have Discovered—in Materials; A. L. Sparks, architect, Missouri-Kansas-Texas, who spoke on What Building Men Can Do to Help; A. M. Knowles, engineer of structures, Erie, who submitted a paper on What Bridge Men Can Do to Help; and E. M. Grime, engineer water service, Northern Pacific, who submitted a paper on the material situation from the standpoint of water service men, and what they can do to help.

Other important features of the program included an address by Warren C. Kendall, chairman, Car Service division, Association of American Railroads, on Car Supply, as Affected by Maintenance of Way Operations, and another address, presented at a special session held on Wednesday night by Lt. Col. Robert A. Radford, chief, Engineering branch, Railway division, Office of Chief of Transportation, who told of the active part that railway men from the American railways are taking in the various theaters of the war. This part of the Wednesday night program was supplemented by a presentation of the motion picture, "To Each Other," filmed by the United States Steel Corporation, showing the place of steel in the war effort.

Technical reports were presented on the following subjects: Revising Working Practices to Eliminate Interference With Traffic; Securing Maximum Utilization of Work Equipment; Carrying Over Bridges and Trestles; Men—How to Secure and Hold; Materials—Possibilities of Relief Through Substitutes; Salvaging Bridge, Building and Water Service Materials; and the Maintenance of Coaling and Sanding Plants to Meet Today's Exacting Requirements.

Closing the technical sessions of the meeting, R. E. Dove, assistant engineer, Chicago, Milwaukee, St. Paul & Pacific, and the most recent past-president of the association, presented a high-light summary of the many constructive ideas developed during the conference.

New Officers

In the election of officers of the association for the ensuing year, J. L. Varker, supervisor bridges and buildings, Delaware & Hudson, and fourth vice-president of the association, was elected president; Neal D. Howard, engineering editor, *Railway Age*, was advanced from third vice-president to second vice-president; F. G. Campbell, assistant chief engineer, Elgin, Joliet & Eastern, and a director of the association, was elected third vice-president; J. S. Hancock, bridge engineer, Detroit, Toledo & Ironton, and a director of the association, was elected fourth vice-president; and Elinor V. Heffernan was re-elected secretary. In addition, F. E. Weise, chief clerk to the chief engineer of the Chicago, Milwaukee, St. Paul & Pacific, and the treasurer of the association, was elected treasurer emeritus, a newly



created position, and C. R. Knowles, superintendent of water supply, Illinois Central, retired, and a past-president of the association, was elected treasurer. R. E. Caudle, assistant engineer structures, Missouri Pacific Lines, Houston, Tex., was re-elected first vice-president.

Four new directors were elected as follows: A. L. McCloy, supervisor of bridges and buildings, Pere Marquette, Saginaw, Mich., and W. F. Martens, general foreman bridges and buildings, Atchison, Topeka & Santa Fe, San Bernardino, Cal., each for a term of one year to fill vacancies created by the elevation of Messrs. Campbell and Hancock to vice-presidents; and E. H. Barnhart, division engineer, Baltimore & Ohio, Garrett, Ind., and A. B. Chapman, bridge engineer, Chicago, Milwaukee, St. Paul & Pacific, Chicago, each for a term of two years. L. E. Peyser, principal assistant architect, Southern Pacific, San Francisco, was re-elected a director for two years.

Subjects Chosen for Study

The secretary's report showed 597 members of the association in good standing, this number including 41 who joined since the last annual meeting. The following subjects were selected for study by committees during the year: Post-War Values in War-Time Practices in Bridge, Building and Water Service Activities; Increasing the Capacity of Water Service Facilities to Meet the Demands of Heavier Traffic; Keeping Work Equipment in Service; New Possibilities in Building Design and Materials; Bridge Inspection in the Light of Current Restricted Maintenance; the Year's Developments in Labor; Recent Developments in the Treatment of Timber to Increase Its Fire-Resistance; and Welding in Bridge, Building and Water Service Work.

Supply Men Re-Elect Officers

While the Bridge and Building Supply Men's Association did not hold an exhibit in conjunction with the conference of the Bridge and Building Association, as has been its practice for many years in the past, its executive committee met on October 21, with its principal order of business the election of officers for the ensuing year. In that election, all of the officers and directors were re-elected, except that A. C. Thomas, Overhead Door Company of Illinois, Chicago, was elected a director, in place of E. E. Thulin, Joyce-Cridland Company, Chicago. The present officers of the association are: President, R. Y. Barham, Armco Railroad Sales Co., Inc., Chicago; vice-president, F. A. McGonigle, Mall Tool Co., Chicago; secretary, P. R. Austin, Johns-Manville Sales Corporation, Chicago; treasurer, W. Lyle McDaniel, Massey Concrete Products Company, Chicago; and the following directors—P. R. Austin (also secretary); F. A. McGonigle (also vice-president); E. C. Bleam, Joseph Dixon Crucible Company, Chicago; A. C. Thomas, Overhead Door Company of Illinois, Chicago; G. B. Coffey, A. M. Byers Company, Chicago; E. C. Gunther, The Duff-Norton Manufacturing Company, Chicago; and C. C. Rausch (honorary director), Dearborn Chemical Company, Chicago.

Abstracts of the addresses of President Crites and Messrs. Clarke and Kendall before the bridge and building conference, as well as of the reports of three committees, follow. Abstracts of the addresses and papers by Messrs. Mann, Dalstrom, Sparks, Knowles and Grime, together with the remaining four committee reports, will appear in the issue for next week, while abstracts

of the addresses and papers by Messrs. Fitch, Powrie, Peyser, Young and Radford will appear in early subsequent issues.

President Crites' Address

In the opening session of the conference, President Crites reviewed briefly the considerations that compelled the association to carry on with a war-time conference this year, spoke of the large part that bridge and building men have already played in insuring the success of war-time rail transportation, urged members to carry on to the all-important goal of victory, and closed with a note of confidence in the future. He said, in part, as follows:

"We are meeting in this two-day conference because of recognition on the part of your officers that, while the members of our association have been accomplishing almost impossible tasks, these tasks have often been accomplished with confusion and discouragement due to the overwhelming necessity, in the face of many difficulties, for keeping structures in condition for the most exacting service ever demanded from them. The investigations carried on by our committees and incorporated in the reports to be presented before this meeting are unusually timely, and should be of invaluable help to our members, and to bridge and building men generally, in meeting the difficult tasks that confront them.

"Bridge and building men have made a remarkable record to date. They have kept structures of all kinds in service with few or no slow orders, under more, faster and heavier traffic than ever before. They have done this with small labor forces in most places and with no abundance of material at any place. They have kept turntables going 'round and round,' engine-houses tight, pipe lines together, ash and inspection pits safe, coal dumpers working, grain elevators functioning, fire protection intact, and all other structures performing their war-time duties as expected of them.

"Versatility, initiative and resourcefulness have enabled bridge and building men to meet their responsibilities to date and to keep free of failures the many structures under their care. This has not been an easy task. Their accomplishments during the last year or more have not been achieved without sweat and brain-wrecking conniving. However, these men were never nurtured in soft cribs; rather they do best in hard bunks.

"The immediate future will afford no featherbed for our members. We have done well to date but there is still much for us to do. Victory is still the all-important goal."

H. R. Clarke* Points Out Maintenance Essentials

Maintenance essentials in war time are exactly the same as they have always been and always will be; that is, to maintain our railroad structures, signals and tracks to established standards, in the most economical way and by the most efficient methods. The difference at the present time is that this is somewhat more difficult to do and the results of failure would be more disastrous.

As the job is more difficult, the challenge is greater—but maintenance of way men have always responded to a challenge. Under ordinary conditions, if the railroads failed, some other means of transportation would be available. Now, that is not possible. Today, if the railroads fail, transportation breaks down. That would be disastrous.

Not long ago a man of near cabinet rank, addressing leaders in industry, labor and the press, said: "Civilians are partners in the war, and none more than the men who make the weapons with which our soldiers fight."

Very true, but what good would tanks, guns, planes or muni-

* Chief engineer, Burlington system, Chicago. President, American Railway Engineering Association.

tions be, stranded anywhere between the Atlantic and the Pacific? Unless transported from where made to where needed, they are worse than useless, and moving them is the railroads' job. No other method or means will move them, and yet the railroads are seldom mentioned. Industries proudly fly their "E" pennants and their employees wear badges or buttons, which they have every right to do. Why not the railroads? I do not know the answer—I doubt if anyone does. Our reward, at least for the present, must be that most satisfying one—the knowledge that a hard job has been well done.

Why is our job difficult? The answer is easy. The railroads are handling the heaviest traffic they have ever handled in history, doing it under the greatest pressure, and there is a serious lack of the men, materials and machines needed with which to do the job as it should be done.

We can all think of many things others might do, but I fear that if we depend on others, the consequences will not be to our liking. There may, and probably will, be a tragic and disastrous failure before corrective action is taken. So it comes back to us.

We must do the job under existing conditions, using what we have.

The three things wherein the most serious shortage exists—men, machines and materials—are so interrelated that we can hardly think, much less talk, of one as separate and distinct from the other. Insufficient labor could be offset, to some extent at least, by the use of machines and work equipment, if they could be secured, and a lack of materials could be made up for partially by an increase in labor, and to some degree the reverse of that is true, but when none of the essentials is available in the amount needed, the problem becomes one which demands the best that any and all of us have to give.

Steel, copper, wood—nearly every material we use—is scarce and classed as critical, and must be used to the best advantage. This means that there must be no waste of any kind. Plans should be made well in advance of starting a project, and the stores department given advice as to the materials needed. Ingenuity and initiative in finding ways to use what we have, instead of what we might like to have, will pay large dividends.

It is fortunate that when manpower became scarce on the railroads, they were fairly well supplied with power tools and work equipment. Every piece of such equipment should be used intensively. Many times it can be double-shifted at least, and so secure twice the output.

The condition of all machines should be checked closely and frequently, and repairs made as needed to avoid breakdowns of long duration. Here again, plans should be made in advance and the work scheduled so that equipment can be kept busy and, so far as possible, furnished for all work where its use will save labor.

Difficult as the situation is with regard to machines and material, the manpower situation is even more difficult and critical. The demands are far in excess of the supply, and a new factor, the human element, not involved in material or machines, must be taken into account. This situation calls for the highest and best type of supervision and leadership that the men and officers of a department, long noted for excellence in this respect, can give.

It is certain that we cannot do all the work we would like to do or that needs to be done. It is equally certain that we cannot fail in our responsibility to maintain the tracks and structures in safe condition to carry the traffic of a nation at war. To insure that we do not fail, each employee and officer must be intimately familiar with the property for which he is responsible, in order that he can make sure that the most urgent work is being done, and that such work as must be postponed, can be deferred safely.

The assistance of manufacturers and supply men is needed now much more than when the job was not so difficult. The greatest help they can be to us is to give us as promptly as they can full and accurate information in regard to the delivery of materials, equipment, etc. Also, if it becomes necessary for a manufacturer to offer some substitute, that information should be given us so we can act on it. Delay in giving such information makes our job more difficult.

To date the railroads have done a great job well. Perhaps the real test is yet ahead. I think it is; but if we are all determined to do our job and to help the other fellow do his, we need have no fear as to what the final result will be.

The Maintenance of Coaling and Sanding Plants

The committee considering this subject, of which A. L. McCloy, supervisor bridges and buildings, Pere Marquette, was chairman, made a detailed report on the factors entering into the proper inspection and maintenance of coaling and sanding plants, especially in the light of today's exacting requirements. "More care than ever before must be given to keeping these plants in good operating condition," it said. "Rigid rules covering the inspection, operation and maintenance of these plants should be set up and strictly adhered to. Operators must be on the alert to detect any defects which may cause interference with their operation and report them immediately for adjustment or repair."

Pointing out that the requirements of coaling and sanding plants are almost as varied as their locations, the committee said that for this reason the local operating and mechanical personnel, as well as the bridge and building supervisory officers who have the responsibility for the upkeep of at least the structural parts of the plants, should be consulted before construction or alteration of any such plant is undertaken. If this is done, it said, the inspection, operation and maintenance of each individual plant can be scheduled and planned in advance.

Giving over the main part of its report to those items vital to safe and effective operation of coaling and sanding plants, the committee discussed such matters as details of inspection, the protection of vital parts against corrosion, the care and operation of machinery, and proper lubrication. Summing up, it said as follows:

"Supervision is the prime requisite to the maximum use of coaling and sanding facilities with the least interruption or delay. Closer, more thorough and more frequent inspections are required to insure locating potential sources of trouble before actual breakdowns occur. The prompt correction of potential sources of trouble may avoid serious delays.

"Cleanliness is a prime requisite in preventing interruptions, unnecessary wear and possible personal injuries.

"Proper lubricants, in the right amounts, should be applied to parts subject to friction or wear. Too much oil or grease will cause accumulations which are fire and personal injury hazards. Eternal vigilance and close co-operation between all parties responsible for the maintenance and operation of coaling and sanding plants are needed more at this time than ever before."

Revising Practices to Avoid Interference with Traffic

Beginning with the admonition that all who have the responsibility of maintaining structures under present-day traffic conditions must bear in mind that unscheduled reductions in speed may result in delays to essential war traffic, the committee reporting on Revising Working Practices to Eliminate Interference With Traffic, of which L. R. Lamport, assistant to the chief engineer, Chicago & North Western, was chairman, discussed a wide range of measures and practices by means of which the bridge and building forces can avoid or minimize delays to train movements. To emphasize the effect of slow orders on the schedules of high-speed trains, the committee referred to the tests made a few years ago by the Pennsylvania to determine the value of unrestricted track in its high-speed electrified territory between New York and Washington, D. C., and said that the data obtained from these tests make it readily evident that a reduction of 10 to 15 m. p. h. in the speeds of high-speed passenger or freight trains, particularly with unfavorable grades, results in losses in time which it may be impossible to recover.

The committee pointed out that bridge work, in all instances, cannot be carried out without interference with traffic, but said that continued effort on the part of engineers and supervisors to revise working practices in the construction and maintenance of structures will do much to shorten the period of time that slow orders are required, or will eliminate them altogether. To this end, it recommended the most careful preliminary planning

of all work. "On the more important structures, after plans are completed," it said, "a definite schedule for carrying out the work should be made and studied in conference, preferably at the site, by the bridge engineer or his representative, the division engineer and the supervisor, calling in a representative of the operating department for information on train movements and schedules."

Turning to the subject of work equipment, the committee discussed the various types of power tools and machines available to the bridge and building forces, including air compressors, electric generator sets, improved air and electric tools, jacks, pile drivers, locomotive cranes and gasoline-driven cranes, and pointed out that the furnishing of crews with adequate equipment of this character will contribute greatly toward reducing the time required to perform work, and will hold traffic interference to a minimum. Referring specifically to such off-track units as cranes and shovels, it said that such equipment, where it can be used, tends to speed up the work and shorten the period during which slow orders may be necessary. It also referred to the advantages in the use of motor trucks to eliminate train service in handling materials; to the use of the cutting torch and oxy-acetylene and arc welding to speed up bridge work; to the employment of treated timber as a factor in reducing traffic delays by reason of its longer life and less frequent renewals; and to the practice of placing culvert pipes in fills without the necessity for open trenches and falsework.

Continuing, the committee discussed the use of precast masonry, concrete piles, the design of falsework, and the replacement of bridge superstructures, all in the interest of reducing delays to traffic, and then directed attention to the possibility of re-routing traffic wherever possible in the interest of the greatest efficiency in carrying out work, and to the importance of restoring structures to unrestricted train operation at the earliest possible moment.

Carrying Over Bridges and Trestles

Shortages in both labor and materials are the principal factors that are today making of first concern to bridge men the matter of carrying over existing bridges and trestles, according to the committee that reported on this subject, of which H. T. Livingston, engineer of bridges, Chicago, Rock Island & Pacific, was chairman. "Today," the committee said, "we must use the greatest ingenuity in utilizing the materials and labor that are available in order to keep our bridges in proper condition for the heavy traffic they must carry. The decision as to the methods to be used in extending the life of any particular structure," it continued, "must take into account safety, a reasonably long life, and minimum cost." By so doing, the committee pointed out, the use of poorly adapted construction details will be avoided, thus avoiding in turn the necessity for frequent inspections and frequent return of bridge crews for additional work.

The body of the committee's report, which was a detailed discussion of means of carrying over existing structures, was divided under the three main headings of permanent bridges, culverts and trestles. Under the heading of permanent bridges, the committee discussed, in order, the following procedures, all of which it considered practical and feasible under proper conditions: (a) Placing the superstructure on falsework or supporting bents, (b) strengthening the superstructure in place by adding reinforcing steel, (c) replacing the superstructure with second-hand spans, strengthened if necessary, (d) placing helper bent to take the load from the substructure, and (e) repairing or reinforcing the substructure to increase its service life, where warranted. Throughout this part of the report, many examples were cited of bridges having been repaired, strengthened and enlarged effectively, employing available second-hand materials almost exclusively.

Under the heading of culverts, the report dealt primarily with the repair and strengthening of stone masonry and concrete arches and box culverts. Here, detailed references were made to underpinning work, floor paving, the repointing of joints, grouting and relining with concrete or steel liner plates.

With the maintenance of pile trestles presenting problems of

equal, if not greater, importance than that of maintaining permanent bridges, that part of the report dealing with these structures was equally as detailed as that with respect to permanent type structures, containing example after example of effective measures that have been employed to prolong the life of trestles almost indefinitely, while securing the maximum service life from each structural member. In conclusion, the committee said that the most important thing when considering what shall be done in the repair or strengthening of any particular structure is to give the problem mature and exhaustive consideration before making the final decision.

Warren Kendall* Views M. of W. Aspect of Car Supply

There is an interdependence of responsibility among all of us on the railroads to see that our job is so well done that it will contribute to the success of the railroad program in its entirety.

With the continuing loss of traffic volume, both freight and passenger, beginning in 1930, the railroads, of necessity, reduced their ownerships of freight and passenger cars and of locomotives. Railroad earnings were at such a low state that there was no money for purchasing equipment. Besides, there seemed no need to maintain the previous level of ownership. As a result, there was a reduction of not less than 500,000 freight cars, 16,000 passenger cars and about 20,000 locomotives.

There has been one compensating factor resulting from all these experiences. Except for this, the story of railroad accomplishment could not be told. That factor is expressed in one word—organization. The railroads are now organized into a more closely knit group than ever before. And what is perhaps of greater importance, the railroads' customers, the shippers and receivers, have organized on a countrywide basis to demonstrate by their co-operation, one with another and with the railroads, what can be accomplished by concerted will to obtain the best possible use of freight cars.

Organization includes also those agencies of government which are so instrumental in giving direction to things which the railroads themselves could not do. The Office of Defense Transportation and the Interstate Commerce Commission, with its Bureau of Service, are indispensable to the effort which the railroads are now making to meet the demands which are forced upon them. And last, but by no means least, the biggest single customers of the railroads, the Army and Navy, have organized their transportation requirements in such a manner as to meet most effectively the operating practices of the railroads, and at the same time serve themselves.

As the war in Europe developed and our own war clouds began to gather, the disciples of disaster, of whom there are always too many, began to cast before the public forebodings as to the inevitable inadequacy of rail transportation—that a breakdown lay just ahead. We may now take some measure of the error of these prophets of doom.

The total net ton-miles for the war year of 1918 was 405 billion, and for that banner year of heavy traffic volume—1929—ton-miles totaled 447 billion. In 1941, the year when a serious car shortage was forecast, net ton-miles totaled 475 billion, or 70 billion above that of 1918. It is now estimated that the net ton-miles in 1943 will reach the astounding total of 730 billion, which is nearly equal to the combined total of the World War year 1918, and 1939, the year just prior to the outbreak of the present war. Nothing short of the utmost in teamwork on the part of everyone has produced these results.

At this point let us see how we railroad men have performed in the matter of car handling. We have been both good and bad, in spots. The statement of the Car Service division for September 15 shows that, for other than coal and coke, 10,500 cars were being held under load for an average of 3.9 days. When those in the maintenance of way and structures department consider that these data include cars under load with ties, rail, fastenings, and the like, it probably seems to them that the record is not so bad. But remember, this is an average

* Chairman, Car Service Division, A.A.R., Washington, D. C.

figure of detention, including the 20-day car and the 1-day car. Compared with records of a few years ago, this average of 3.9 represents a substantial improvement. But it is not as low as it should be, or as low as it can be.

What lies ahead?

Those who are best informed on the subject forecast that demands for freight transportation in 1944 will require that the railroads deliver about six per cent more ton-miles than in 1943. This may need revision upward depending upon the supplies of rubber and gasoline and the progress of the war. It seems unlikely that it will be revised downward.

No great amount of new equipment can be expected within the next 12 months—perhaps 40,000 cars. Possibly 1,000 new locomotives may be made available. With the prospects of

increased demands for rail transportation, and no material increase in the availability of freight car equipment, it becomes evident immediately that the roads must do even more with what they have than has been done in the past.

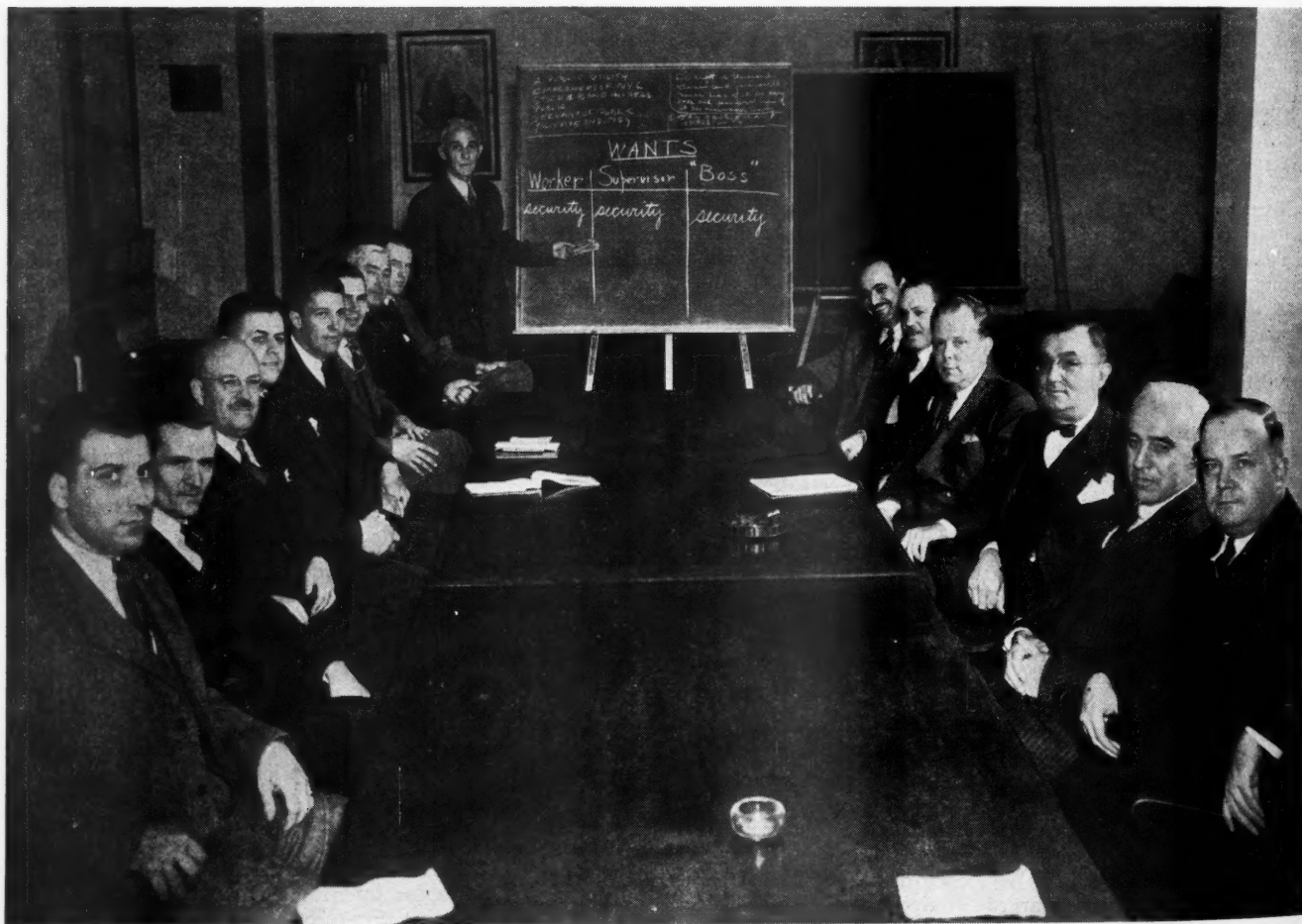
Director Eastman of the O. D. T. is calling for a 10 per cent increase in efficiency in handling cars. He is organizing committees to that end. Judging from past performances and from the known slack which still exists, the 10 per cent may not seem too high a mark at which to shoot. Personally, I have some doubt as to our ability to reach this rather extravagant objective. We should, however, try and do nothing less than our best. If we reach 5 per cent, or even 3 per cent, we shall indeed record a performance that will go down in history as remarkable.

Trains Employees in Public Relations

A COURSE of training in public relations has been started at New York for New York Central employees whose duties require meeting the public—such as station agents, ticket clerks, telephone operators, gatemen, parcel room employees, receiving clerks, cashiers, trainmen, etc. Arthur L. Mann, chief of the Industrial Service, New York State Education Department, is training a group of key employees (shown in the accompanying photograph) to act as teachers or leaders. These leaders will, in turn, conduct classes in groups of 15 employees per class. The course is being

conducted in six two-hour sessions. The subjects covered in the course are, briefly: good will, employer-employee relations, customer relations, employee as part of the job, employee as part of the public and public relations—past, present and future.

A special class will be conducted at New York by representatives of the State Education Department for assistant superintendents, train masters, assistant train masters, station masters and assistant station masters. Consideration will be given later to extending this program over the entire system.



Training Leaders for Future Classes

Left to Right: Ralph N. Carter, agent-telegrapher, Scarsdale, N. Y.; John W. O'Rourke, chief clerk to stationmaster, G. C. Terminal; Robert P. Hayes, information clerk, G. C. Terminal; Ira L. Austin, assistant secretary, Board of Pensions; John G. Castle, assistant to vice-president, Personnel; Frederick L. Kattau, clerk-stenographer, office executive vice-president; Murdock N. MacKinnon, assistant conductor, Harlem division; William J. Haley, baggage dispatcher, G. C. Terminal; Arthur L. Mann, chief, industrial service, N. Y. State Education department, Albany, N. Y.; Nicholas J. Gallo, supervisor, State Education department, Bureau of Industrial Service, New York; Stanley F. Korbet, assistant supervisor, State Education department, Bureau of Industrial Service, New York; William D. Oberg, manager, time-table department; William A. Hauck, traveling conductor, Buffalo & East; J. F. Waddell, chief clerk, office executive vice-president; William T. Gaynor, assistant advertising manager.

Air Foam Cars for Fighting Fires

**Heavy tank car movements make equipment desirable
—Foam principle of blanketing fires proved most
effective—Cars available for other than oil fires**

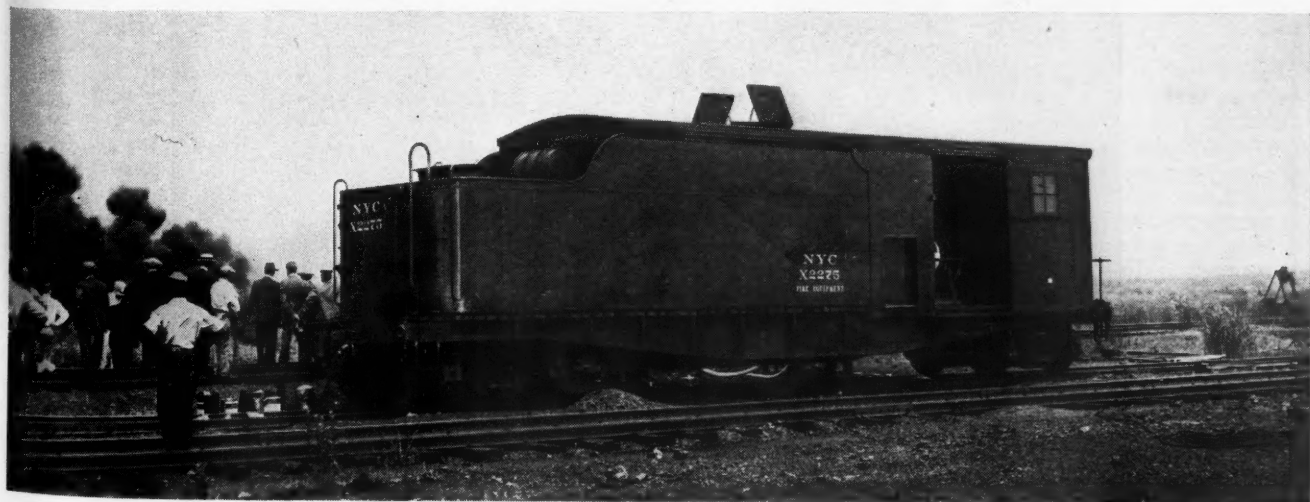
RAILROADS have made use of specially equipped fire-fighting locomotives or cars for many years. Such cars were intended usually to protect shops or other properties where no adequate supply of water was available. They have also rendered service in fighting fires along the right of way and in large yards where no assistance was readily available from municipal fire departments. With the tremendous increase of oil traffic now moving over the railroads of the east consideration had to be given to the potential danger in handling tank cars, sometimes in solid trains, at relatively high speeds. Several railroads have placed special equipment in service or are building it in their shops at the present time. This equipment is designed primarily for use at fires resulting from the carrying of high volatile gasolines, crudes or other flammable liquids. Its design, however, does not limit it to such service because the cars are still capable of performing the duties generally performed by the older types of fire-fighting equipment.

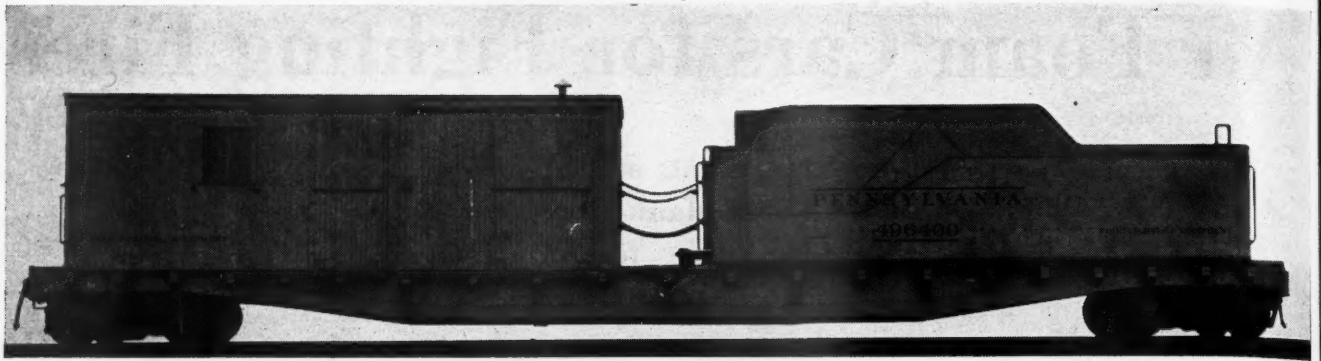
It is important to understand that it is not the flammable liquids which burn but the vapor coming from such liquids. The formation of vapor depends upon the volatility of the liquid and on the temperature to which it is subjected. In addition, there must also be a sufficient supply of oxygen present to support the combustion of the vapor. The third factor which must be present is a source of initial ignition. In extinguishing any fire there are four possible methods of procedure; only two of them are likely to be of value in the case of tank-car fires. The four methods are (1) cooling, eliminating the heat needed for vaporization and the ignition of the fuel; (2) blanketing, stopping the release of fuel vapor; (3) starving, interrupting the flow of fuel; and (4) diluting, bringing the vapor-air mixture below the combustible limit. The first two methods are those employed most commonly in fighting railroad oil fires. The cooling process is essentially the spraying of



ABOVE: Hose Reels on This N. Y. Central Car Are on a Turntable, So Hose Can Be Taken Out at One End or Either Side. **BELOW:** Ten Cars of This Design Are Going into Service on the N. Y. Central

A gasoline-operated pump is located in the former coal space of tender. This picture below shows car being used on a test fire to acquaint the crew with the operation of the apparatus.





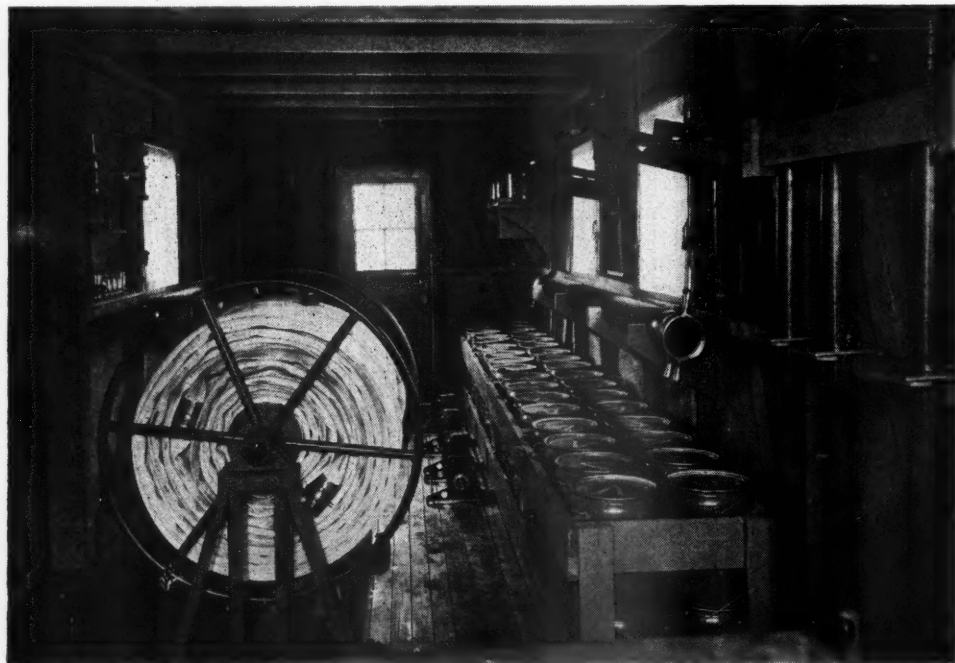
A Typical Fire-Fighting Car as Built for Service on the Pennsylvania—The Tender Cistern Has a Capacity of 7,000 gallons—The Pumping Unit Is Installed in the House Portion of the Car

a fine mist of water over the fire area which serves to reduce temperatures to a point where the flammable material will no longer vaporize. Utilizing spray or fog nozzles increases the time that a given supply of water will last by about five to one. Especially on oil fires the water discharged as a spray or fog is more effective than the action of a direct stream from a standard nozzle which, because of its force, tends to spread the oil rather than cover it with a cooling mist of water.

Blanketing depends upon spreading over the fire area an airfoam of water and chemicals. Two types of approach have been made in this field; the one using a foam generator into which water and a powdered compound are introduced to create the foam which is then forced by a pump to the delivery nozzles; the other is by the use of a special nozzle so designed that when operating at normal pump pressure it can be used to draw a liquid foam-generating compound through a special flexible connection from a container carried by the man who is handling the nozzle at the scene of the fire. This is accomplished by the design of the delivery outlet which creates a suction on the liquid in the con-

tainer. Air is likewise drawn into the line and the action is such that a mixture of water, air and liquid compound forms a foam at the tip of the nozzle. This foam floats on the surface of the burning oil or adheres to any surface against which it is directed and excludes oxygen. One gallon of liquid with 19 gallons of water produces 350 gallons of foam. This increases the effectiveness of the usually severely limited supply of water which can be carried on the fire-fighting car or drawn from a locomotive tender by about two and one-half times that available when using a water spray.

Most of the cars which are being placed in service make use of box cars from which a portion of the superstructure is removed and replaced with a tender tank to serve as a source of water supply in localities where no roadside supply is readily available. Others depend upon the supply of water in the wreck crane or locomotive tender. All carry suction hose which can be used to replenish water supplies in the tank cisterns or as a source of supply to the foam generator or directly to the pump, depending upon the method in use. A sufficient supply of 1½-in. and 2½-in. hose is carried to assure that the fire-fighting car need not approach too closely the scene of the blaze; usually about 600 ft. of each is found to be enough. By the use of couplings on the 2½-in. hose line leading from the pump it is possible to operate two 1½-in. lines nearer to the fire, par-



Interior Arrangement of a Pennsylvania Fire-Fighting Car—Foam Powder, Foam Generators, Various Size Nozzles and Connections, Hose and Other Equipment Are Carried



The Atlantic Coast Line Uses the Water Supply from the Engine Tender—Foam Generators, the Pump and Other Supplies Are Carried on a Specially Equipped Flat Car

ticularly when the spray or foamair nozzles are being used. At least one road carries about 400 ft. of 2½-in. pipe to be used as leads rather than depending upon fire hose. Pumping units, either gasoline- or steam-operated, usually have a capacity of 500 gal. per min. at a pressure of 120 lb. per sq. in. The location of the pumping unit is dependent, of course, upon the design of the car and the source from which water supplies are drawn. Gasoline-operated pumps have the advantage of being self-contained and allow the attending locomotive to be released for other duties when the fire car has been spotted. Foam generators are also necessary on cars which use powder for the manufacture of foam.

One road depends upon the tender water supply and uses the locomotive injector to provide a stream of sufficient force through the foam generator. On locomotives equipped with non-lifting injectors, the fire hose connection is made at the injector overflow pipe. On locomotives with lifting injectors, that operate with self-closing overflow, the hose connection is made at the delivery pipe by disconnecting the delivery pipe at the boiler check, or to a 45-deg. Y-connection in the branch pipe on locomotives so equipped. Adapters are used to make the connections and the desired pressure of 100 to 120 lb. is obtained by manipulating the injector main steam valve. All necessary equipment and supplies are carried in the tool cars of this road's wreck trains.

Miscellaneous equipment includes various nozzles, a supply of foam liquid or powder in cans, asbestos suits and gloves, rubber coats, boots, helmets, masks, poles, axes, wrenches, clawbars, fire blankets, electric lanterns, floodlights, and first aid kits.

No actual service data is available at the present time concerning the use of fire-fighting cars on fires resulting from derailments or other causes. Many roads have conducted tests to determine the efficiency of such equipment and to train their men in its use. All have reported satisfactory results in combatting fires intended to approximate those it is anticipated may be encountered. The Fire Protection and Insurance Section of the A. A. R. are following the matter closely and regard the

installation of more and better fire-fighting cars as a needed precaution at the present time during the peak of the railroads' movement of flammable materials and petroleum products. In addition, the cars will serve to decrease the likelihood of fire losses in general.

Prosperity Without Loss of Freedom

The most marvelously organized and the most smoothly functioning of all our instrumentalities of social control and co-ordination is the market and the system of market prices. And the causes of the greatest economic evils of the present [1936] national and world disorder are to be found in the recent great multiplication of interferences by government with the functioning of markets. . . .

Market prices, in order to tell the truth, must be free to move under the influence of competition. They must be competitive prices. It is the proper function of government to maintain competition. . . . Markets, moreover, can function only with sound money, and it is the business of government to establish and maintain a sound monetary system. . . .

Adam Smith knew that, whenever businessmen are allowed to get together to set the conditions under which they would serve the public, they will tend to fix prices too high; that, whenever labor is permitted to fix wages, it will overreach and will not fix a functional wage or a flexible wage; that, whenever farmers are allowed to fix the prices of their products directly, or through governmental instrumentalities, they will not fix functional prices. . . .

If we wish revival without an early relapse into chaos, I do not think we shall go far with the advocates of the planned economy. They cannot make a comprehensive plan. The ablest and best trained brains, given unlimited power, could not do it. . . . The best industrial and financial intelligence sees only a part of the picture with definite realism. The co-ordination of the multitudinous elements must be through the markets, and not through a central brain or central authority.

—Dr. Benjamin M. Anderson, Jr., in the Chase Economic Bulletin, April, 1936

Control of Rates in Time of War

O.P.A., O.D.T. and other agencies interject additional governmental pressures into regulatory mechanism

By G. Lloyd Wilson and John C. Howard*

ONE of the most important problems in war-time transportation regulation is the control of freight rates and passenger fares of carriers whose services are essential to the war effort. The revenues derived from rates and charges by the carriers must be adequate to enable the carriers, providently and efficiently managed and operated, to earn revenues sufficient to provide the transportation services needed, and fair to shippers and consignees and to the government in the light of war conditions. The level of rates and fares must not be unduly high so as to unjustly enrich the carriers, nor unduly low so as to impoverish them through failure to earn revenues adequate to operate and maintain their properties under existing wage rates and materials prices. Within this general framework, rate and fare adjustments must be made to establish or modify rates and fares needed as a result of war conditions.

As in peacetime, the regulation of transportation rates and fares in interstate commerce continues under the jurisdiction of the Interstate Commerce Commission, the United States Maritime Commission and the Civil Aeronautics Board, and in intrastate commerce under the jurisdiction of state commissions. Several additional factors, however, have been interjected into the pattern of rate regulation. The Office of Price Administration, an emergency wartime government agency, created for the purpose of controlling prices and protecting the public against uncontrolled inflation, now is a factor in the regulation of rates and fares for transportation. The Office of Price Administration represents the federal government before regulatory bodies in presenting the government's position, with respect to the effect of proposed common carrier rate increases, and prices, and by Executive Order dated October 3, 1942, this Agency was designated by the President to receive notice of any increases in the rates and charges of common carriers.¹

The procedure which has been set up with respect to common carrier rate increases requires that such carriers file with the Office of Price Administration, the reasons for the rate increases proposed in increased schedules filed with the respective regulatory bodies.

The Office of Price Administration intervenes on behalf of the government in proceedings before regulatory bodies in rate cases and investigation and suspension proceedings to prevent rates and fares from exceeding what the Office of Price Administration believes to be justified maximum levels.

While in relation to common carrier rates and charges, the Office of Price Administration has the position of a

protestant and is the agency which must be advised of proposed increases in rates, its functions with respect to contract carrier rates and charges, are much broader. Under the General Maximum Price Regulation, effective August 1, 1942, contract carrier rates and charges were stabilized at the highest levels during the month of March, 1942, subject, however, to adjustment under prescribed procedures. In this field the Office of Price Administration regulates the maximum charges of contract carriers in interstate and intrastate commerce, whereas the Interstate Commerce Commission requires that minimum schedules be filed with it by contract carriers in interstate commerce. Certain state commissions likewise require that minimum schedules be filed with them by intrastate contract carriers.

The Office of Defense Transportation

The Office of Defense Transportation, within the framework of the Office for Emergency Management of which War Production Board, War Shipping Administration, Office of Economic Warfare and other agencies are also parts, is an integral part of the Executive Office of the President in accord with the provisions of the Reorganization Act of 1939.²

The organization of the Office of Defense Transportation is divided into two types of divisions: the carrier divisions and the staff divisions. In addition there is the Office of the Director, which embraces Administration, Statistics and the Information Office. The carrier divisions consist of the Divisions of Railway Transport, Motor Transport, Water Transport, Local Transport, Petroleum and Other Liquid Transport, Puerto Rican Transport and Hawaiian Transport. The Division of Water Transport is subdivided into the Division of Coastwise and Intercoastal Transport, the Division of Great Lakes, and the Division of Inland Waterways.

The Staff Divisions consist of the Office of the General Counsel, Division of Materials and Equipment, Division of Review and Special Studies, Division of Transport Personnel, Division of Storage, Division of Traffic Movement, and Division of Rates.

The functions of the staff divisions extend to all forms of domestic transportation. In addition to furnishing assistance and advice to the carrier divisions with respect to their particular transportation problems in the field, the staff divisions usually provide the point of contact between the Office of Defense Transportation and transportation activities of other federal agencies. The work of the carrier divisions includes all aspects of the services of these carriers.

The Division of Rates of the Office of Defense Transportation has the two-fold duty of representing the defense interest of the government in negotiating rates with domestic carriers and of advising the appropriate governmental departments or agencies with respect to the neces-

* Dr. Wilson is professor of transportation and public utilities at the Wharton School of Finance and Commerce, University of Pennsylvania, and director of the division of rates, Office of Defense Transportation. Mr. Howard is assistant director, division of rates, O.D.T. The views the authors express as to the advisability or propriety of wartime government agencies exerting official pressure on rates, beyond the authority already residing in the I. C. C. to this end, are theirs—not those of this publication. Since such pressure is nevertheless being applied, a candid description of its operation by those in a position to know most intimately how the job is being done, is a useful contribution to the economics and politics of transportation.—EDITOR.

¹ Executive Order 9250, October 3, 1942.

² Executive Order No. 8989 (6 F. R. 6721), 1941; and, Reorganization Act, 1939, (P. L. No. 19).



sity for rate adjustments caused by the effect of the war program.³

This responsibility is a dual one of counseling and collaborating with government departments and of negotiating with the carriers. No powers with respect to rate-making are given to the Office of Defense Transportation and no rate powers of the Interstate Commerce Commission, of the Maritime Commission, or of the Civil Aeronautics Board are abrogated by the order or by legislation. The task of the Division of Rates is to consult with government agencies to determine what rate changes if any are necessary and desirable because of changed conditions produced by the war and to request the carriers to make such rate adjustments as are believed to be necessary and desirable in the light of war conditions. It is not empowered to compel either government departments to accept its views, nor to coerce the carriers to adjust their rates in conformity with its views. It has no arbitrary rate-making power.

Rate Changes in War Time

Freight rate changes are made necessary in war time by changes in the volume of freight traffic, which tend to alter unit costs of performing transportation service. Changes in direction of traffic flow also require adjustments in rates. Traffic which was formerly imported into the United States at North Atlantic ports now must be brought in at South Atlantic or Gulf ports, or Pacific Coast ports and rates from these ports must be adjusted to facilitate the distribution of the goods where they are shipped in the United States. Changes in the quantities in which goods are shipped are caused by rationing or allocation of commodities of scarce or critical types. Shipments formerly moving in less-than-carload or less-than-truckload lots may move in carload or truckload lots, while goods moving in large lots must, in some cases, be moved in smaller lots. Multiple-car movements and ship-load movements of commodities which never before moved in such quantities have become commonplace. Crude petroleum is now being forwarded in multiple-car or trainload lots from the Southwest to Atlantic Seaboard Territory, an unheard of movement before the war. The diversion of traffic from one form of transportation to another induces rate changes. Virtually all former intercoastal and coastwise steamship traffic has been diverted to rail routes. Traffic has been changed over from rail to inland waterway or joint rail-water routes. Other traffic has been reallocated from motor to rail, or from rail to motor service, by changed conditions brought on by the war.

Through rates from points of origin to the ports via the storage points have been arranged subject to storage-in-transit charges for stop-off at the storage points. This traffic formerly moved directly to the ports for export at through export rates from points of origin to the ports, without necessity for storage-in-transit rates. "Frustrated" freight which is at ports and cannot be exported because of war-time restrictions may be moved back to interior points to be stored awaiting domestic use or re-exportation. Such freight may be moved to the ports at the export rates and back at the rates applicable from the ports to the interior storage points. If the goods are re-exported via the original or other ports, export rates are protected.

The establishment of war plants at points where rates are not available upon raw materials or finished products to and from these locations require rate adjustments to be made. Rates must be established upon a reasonable

basis upon these commodities upon bases comparable to those available to or from other locations in the same or other territories. The removal of plants to interior zones for protection, requires the adjustment of inbound and outbound rates, if the existing rate structures are inadequate or unreasonable. "Ersatz" commodities require rate adjustments to reflect approximately the rates applicable upon the commodities for which they are substituted, other factors being equal. New commodities not formerly moving in quantities require rates adequate to move them freely. Rates must be established upon such commodities as magnesium which heretofore has not been moved in large quantities.

Conservation programs to use every available piece of material to assist in the production of war materials require rate adjustments in order to implement them. Tin cans for detinning must be gathered from every part of the United States and transported to detinning plants where the tin is recovered at rates designed to move this refuse commodity without having the freight rates absorb all the value of the article. Scrap materials, including automobile graveyard scrap, must be collected all over the country and moved to steel mills to be used in steel production or other manufacturing processes at rates designed to facilitate these unprecedented movements. Freight rates must be established to and from many points where these types of freight never moved prior to the war.

The re-establishment of shut-down or sub-marginal industries requires the adjustment of rates to and from these points on both raw materials and finished products. Steel fabricating plants, shut down for many years during and following the depression, have been reopened or refitted for other types of production. Marginal mines producing low grade ores have been reopened. Beehive coke ovens, many of which had long since been shut down, have been reopened in order to increase coke production to the maximum. A number of rates cancelled because they had become obsolete through disuse, have been re-established. Many of these rates had not been used for years because these commodities had ceased to be widely used. Mill and roll scale rates have been revived in order to make these commodities available for steel production.

Public Policy Is Preponderant

The increase in government traffic in comparison with commercial traffic tends to shift the emphasis in rate-making from carrier and industrial or commercial competition to public policy in the conduct of the war. Commercial competition should not be disturbed unnecessarily but the public interest requires that every bit of productive capacity be utilized in order to adapt transportation completely to the war economy. Finally, there are instances where the adjustment of rates in the light of war conditions is a policy problem rather than one concerning the reasonableness of the rates. Here the fundamental question is not one of the reasonableness or unreasonableness of the rates *per se* or the presence or absence of unjust and unreasonable discrimination, but a question of public policy requiring that these rates be considered in the light of total earnings, subsidy, price control, availability of other forms of transportation once competitive, and other factors. Perhaps no better example of such rate problems can be found than in the special rates on petroleum from District 3 to District 1 made upon a basis to move petroleum traffic formerly moved by tank steamers at the lowest possible rates in order to reduce the amount of the government subsidy

³ Executive Order No. 8989, (6 F. R. 6721), 1941, 6, 3, (g).



and to keep petroleum prices within the established price ceilings.⁴

In negotiating rate adjustments with the carriers and their associations, the government procuring agencies co-operate with the carriers and the officers and chairmen of their traffic associations in establishing the necessary and desirable freight rates and passenger fares either upon the bases of special quotations made to the government agencies by the carriers as contract rates under Section 22 of the Interstate Commerce Act or by the publication by the carriers of commercial rates in their regular tariffs of rates and charges, whichever system of rate establishment is appropriate and mutually satisfactory to the carriers and the government departments or agencies. Rate proposals are presented on behalf of the government agencies interested either directly or through the agency of the Office of Defense Transportation, if such adjustments are believed to be reasonable and necessary from the point of view of the government.

No Uniformity in Rate Proposal Procedure

The procedure used in the presentation of rate proposals to the carriers is not uniform. This lack of uniformity roots in the fact that transportation movements today vary from those in peace time and this variation is not confined only to the traffic but also to the ownership or control of the traffic. Rate proposals in which the War Production Board is concerned are handled by special procedure. The various divisions into which the War Production Board is divided, have traffic advisors who consult with the Division of Stockpiling and Transportation on all matters relating to rate adjustments affecting these divisions. The Division of Stockpiling and Transportation serves in a consulting capacity to the industry divisions and considers the applications from the point of view of the War Production Board as a whole. The proposal is discussed by the Division of Stockpiling and Transportation of WPB with the Division of Rates of the Office of Defense Transportation and, after advice and counsel, the proposal is channeled through the Division of Rates of the Office of Defense Transportation for negotiation with the carriers.

In dealing with proposals originating with the Office of Defense Transportation, the Division of Rates consults with the interested divisions of ODT and also with other government agencies who may be interested in the proposals.

The Division of Rates then prepares the application for handling with the carriers.

In carrying out the terms of the Executive Order creating the Office of Defense Transportation, the Division of Rates advises and counsels government agencies with respect to rate proposals and assists in the development of rate and other technical and policy aspects of the applications. In many instances applications of government agencies are filed, in the first instance, by such agencies directly affected, with the endorsement of the ODT. In still other instances, government agencies present the proposal and inform ODT requesting support where difficulties are encountered or where the application meets with initial failure. Many of the most important rate matters affect a large number of government departments and agencies whose interests are neither identical nor can the inherent differences be completely reconciled. In such cases, the Division of Rates of the Office of Defense Transportation functions as an advisory

and co-ordinating agency in order to reconcile differences of interest and opinion, insofar as they can be reconciled or co-ordinated, so that proposals may be reasonably satisfactory to all agencies, when presented to the carriers. The Division of Rates is consulted and consults with other government agencies, including chiefly: War Production Board, Office of Price Administration, Office of Economic Warfare, Army, Navy, Marine Corps, Coast Guard, United States Maritime Commission, War Shipping Administration, Department of Agriculture, War Food Administration, Lend-Lease Administration, the Department of Commerce, and the Reconstruction Finance Corporation and its subsidiary corporations.

Because of the emergency nature of these requests, negotiations must be conducted as informally as possible. Proposals are filed by personal appearances before carrier officers or committees. Appearances often are arranged through the co-operation of the chairman or through the office of the vice-president in charge of traffic of the Association of American Railroads. Some of the government proposals are handled by simple correspondence or telephone calls because quick action is often imperative. Matters of national scope and importance are handled through a special committee, the Traffic Executive Chairmen's Committee, composed of the chairmen of the major traffic associations, with the vice-president-traffic, Association of American Railroads. This Committee was created at the suggestion of the Division of Rates of the Office of Defense Transportation.

The action was approved by the Department of Justice in 1942.

The success or failure of rate control, regulation and negotiation cannot be predicted until the war is over. In the meantime, only an opinion can be ventured that government agencies and carriers have conducted the negotiations with appreciation of their own interests and points of view and with mutual respect and co-operation in the one common task of all—the successful prosecution of the war to a victorious conclusion. In this connection, an exhibit and statement of the rate proposals filed by the Division of Rates of the Office of Defense Transportation with railroad carrier organizations was introduced in the testimony of Director Joseph B. Eastman of O. D. T. in the hearings before the Wheeler Committee of the United States Senate on the Bill to regulate carrier traffic associations and rate bureaus. This statement indicated that approximately 67 per cent of the proposals had been approved, 3 per cent approved with modifications, 5 per cent withdrawn, 15 per cent declined, and 10 per cent were pending.⁵

In the regulation of rates in war-time, the governmental agencies interested in the procurement of goods and transportation service have the responsibility of representing the government interests in rate matters, with due regard to the preservation of adequate and economical transportation services. Government regulatory commissions, charged with the responsibility of regulating the services and rates of carriers, have the responsibility of viewing the rate structure of the country as a whole and the rates upon individual commodities in the light of war conditions—conditions which distort commercial and carrier relationships from their normal perspective. The freight rate structure should be kept flexible so as to be adaptable to war conditions and the problems arising in a war economy, within the framework of the transportation policy of the Congress as expressed in the Interstate Commerce Act.

⁴ Wilson, G. Lloyd, in collaboration with John C. Howard, *Freight Rates in Wartime*, *Harvard Business Review*, Vol. XXI, No. 2, Winter Number, 1943, pp. 230-237.

⁵ Memorandum, accompanying Exhibit in Hearings on S. 942, 78th Congress, 1st Session, June 5, 1943.

The Press on Wallace

"The New Bryan"

It was half a century ago that William Jennings Bryan embarked upon his remarkable career as a demagogue extraordinary. His vivid oratory painted a series of lurid pictures of great "evils," from "monopolistic railroads" and the "cross of gold" of the nineties to the teaching of evolution in Tennessee high schools in the twenties. By giving his imagination free rein without regard to facts, he won a following as the people's crusader that thrice brought him the Presidential nomination.

Vice-President Henry A. Wallace, perhaps with the same objective in mind, now walks in the footsteps of Bryan. He first directed his far paler oratorical talents against a new monster that causes wars, high prices, low living standards and many another ill, the "international cartel." But people were so little moved by that crusade that Mr. Wallace has had to find a new devil to be exorcised from the national body. The latest object of his scorn is none other, however, than the "monopolistic railroads" that William Jennings Bryan was declaiming against 50 years ago. . . .

The railroads of the country, harassed as they were in the thirties by depression, competition from newer forms of transportation and unequal regulation, kept their properties in shape so that they have been able to meet the extraordinary challenge of record wartime traffic. They are using the temporarily larger net income of the wartime period chiefly to reduce indebtedness. Surely, on the record, they deserve better of our national leaders than a revival of the old witch hunt against "railroad monopolists" in the William Jennings Bryan manner.—*N. Y. Journal of Commerce*.

"Wallace Hits a Target"

Vice-President Wallace made a political speech in Dallas, Texas. His criticism of the railroad rate structure as unfair to the South and West was plainly intended to let the people of those sections know that he is no international dreamer, but a shrewd student of American economic problems and likewise the friend and champion of those who suffer unjust sectional burdens. . . .

His speech is surprising to many people only because those who fear his practical knowledge have spent so much time creating an impression that he is not practical.—*Chicago Sun*.

"Mr. Wallace on the Railways"

The charges made by Vice-President Wallace in his speech at Dallas regarding "transportation monopolies," with particular reference to the railways, are extraordinary, to say the least, since they were made by an official of the Administration that has exercised control over transportation for the past ten years. The Interstate Commerce Commission has control of every phase of railroad operation that affects the public in interstate commerce. Its members are appointed for seven-year terms and all now have been appointed or reappointed by Mr. Wallace's chief, the President.

Mr. Wallace's charge that during these ten years the I. C. C. has not reviewed as many as 1 per cent of the tariffs filed with it is a moot question. There are about 20,000 groups or classifications of articles subject to shipment and any one of them may be moved from one to any other of approximately 75,000 freight stations. It would be physically impossible for the I. C. C. to review all these rates. But the Commission has complete power over any and all changes. Any change must be filed with it at least thirty days before it is to take effect and during this period any interested party or individual may ask the Commission to suspend the change.

Another of Mr. Wallace's charges is that a group of Western railroads fixed rates at meetings held at 40 Wall Street. Presumably this refers to the action of a group of Western railroads in forming a body for the purpose of eliminating wasteful prac-

tices. W. Averell Harriman, now the President's Ambassador to Moscow, was instrumental in organizing this committee. At a Senate hearing last June he presented a statement on its working, in which he said in part: "Looking back over the operation of the plan, I am satisfied that it has served a valuable part in preparing the Western railroads for their necessary and efficient part in the present war."

With respect to Mr. Wallace's charge of "financial manipulation," the Interstate Commerce Commission has supervision over the issuance of any new securities by the railroads. . . .

There remains Mr. Wallace's charge that discriminatory rates have kept the South and West in a "colonial status." This is not a new accusation. For years the question of certain classes of rates as applied to the various sections of the country has been in dispute and under study. Probably no agreement satisfactory to everyone on every rate will ever be obtained. But certainly there has been, and is today, a free and normal flow of trade of all sorts between all sections of the country.—*N. Y. Times*.

"Fifty Years Asleep"

This newspaper has lived too long easily to experience the thrill of genuine surprise over curious manifestations of the human mind, especially in times like those in which we now live. It will, however, confess that Vice-President Wallace has succeeded in giving it one. About the last thing one looks for nowadays is a "voice from the tomb," but in his address at Dallas on Wednesday Mr. Wallace raised the ghosts of 60 years ago, when the Grange and the Populists were crusading against the railroads, and conducted the old war-dance in all the fullness of its ancient ritual; just as did his once famous fellow-Iowan, the late Clifford Thorne, in the Nineties and early Nineteen-hundreds. Not a single measure of the ceremony was missing. Excessive rates strangling agriculture and industry, non-competitive rates depriving agriculture and industry of the benefits of more efficient transportation forms, discriminatory rates keeping West and South down to a "colonial status," monopolistic conditions in transportation generating industrial monopolies, and the "Wall Street" demon sitting on top of it all, looting everyone and defying courts, Congress and people. . . .

This newspaper confesses itself reduced to a state of wonder what this amazing outburst may portend and what Mr. Wallace expects to achieve by it.

What he seems to be aiming at, if one may judge from his recent course of speeches, is a sort of union of "pressure groups" against the "rest" of us. One can but hope that appearances are misleading.—*Wall Street Journal*.

"Reckless"

By his speech in Dallas, Texas, Wednesday night, Vice-President Wallace stamps himself as probably one of the most irresponsible men in public life today. Either he has not taken the trouble to seek out the facts before making his rash and dangerous statements or he lacks the ability to recognize a fact when he sees one.

But he made so many statements and presented so many arguments that do not hold together in that one speech that it would be impossible for anyone to refute them all without according him more attention than his declining position in public life deserves. . . .

One of the reasons why [railroad bonds] are selling so low is that every jerkwater town throughout the country, including those in Texas, has its hands out constantly for railroad taxes. Another is that the taxpayers have subsidized the building of road and waterways over which their competitors carry freight at lower cost than the railroads can afford to handle it.

While it is true that all of us may well weep with Mr. Wallace over the high cost of transportation, we can only hope that American industrial experts will find ways and means of reducing these costs, just as they have been able to reduce costs along other lines. But the one place to which we should not look for relief is the professional politician, more particularly the New Deal politician. A brief glance over governmental expenses under the New Deal will demonstrate the accuracy of that statement.—*Ralph Hendershot in the N. Y. World-Telegram*.

Railroads-in-War News

Renege on Promise of No War Strikes

Disgruntled at size of wage increase, union chiefs poll members on walk-out

The "special" emergency board's dealing with the non-op case looked as though it would be a short-lived affair when it developed at the Thursday morning opening session that the presentation of the labor organizations was to be confined to a statement by counsel challenging the legality of the government's refusal to sanction the agreement reached with management for an 8-cents increase. This legal argument, made by Donald R. Richberg, called upon the board to advise the President "that the claims of the non-operating employees for wage adjustments have been settled by a lawful agreement between their carriers and their employees, and there should be no interference by officers of the federal government with the carrying out of the terms of the agreement of August 7, 1943."

The general chairmen of the five transportation brotherhoods, who convened at Chicago on October 22 to consider the four cents an hour increase recommended by an emergency board in September, turned down the offer and decided to take a strike vote. At the time of going to press new demands for changes in working rules were being considered but not all the unions had agreed to them.

At Washington, leaders of the 15 unions representing non-operating employees announced on October 26 that they too were issuing strike ballots, returnable not later than November 25. The action came after the leaders had been in conferences extending over more than a week. Meanwhile the "special emergency board" appointed by President Roosevelt was scheduled to begin reconsideration of the non-op case at public hearings on October 28. The unions were expected to appear, as will the Carriers' Conference Committees, which have announced that they will be on hand to "cooperate fully to expedite consideration and disposition" of the case.

The ops' action is viewed as a familiar pattern in railroad labor disputes and the new demands are considered a means for forcing a change in the award of the emergency board. The original demand was for a 30 per cent increase with a minimum of

\$3 a day, while the award granted an increase of only four cents an hour.

Unless the taking of the ballot is speeded-up, no strike is possible for 60 days. The distribution of ballots will require about three weeks, while the tabulation of votes and the selection of a date, in the event the majority of the members call for a strike, will consume several days more. After these preliminaries, a 30-day notice will be served and this will be followed by a 30-day "cooling off" period.

The resolutions adopted at the session on October 23 said that although the unions have presented "convincing evidence that the wages of the men are as a rule comparatively low", the emergency board hearing their plea had recommended an increase of only 32 cents a day or 4 cents an hour. In the face of this small increase, they said, the men are confronted with an increase in the cost of living since January 1, 1941, of slightly less than 25 per cent, with the increase in food prices alone being 40 per cent.

The Brotherhood of Railroad Trainmen was the first of the five organizations to decide on demanding rule changes and on October 24, its general chairmen voted to submit the changes in rules to a referendum of the membership, which would not only authorize the president and the wage committee of the trainmen to make the demands on the carriers but would give these bargaining officers the power to call a strike to enforce the demands. This action, the trainmen state, is unprecedented in the history of the Railway Labor Act in that it joins the new issue of rules with that of wages. They also contend that the revision of rules is designed to "discourage waste and hoarding of manpower and to widen the system of incentive pay."

Rule changes which were involved in the dispute of 1941, were placed under a moratorium on December 5, 1941, both sides agreeing not to press the issue until after June 1, 1943. The general chairman of the trainmen approved in principle 10 changes and considered an eleventh. Of the ten which follow, the first three were part of the 1941 demands: (1) Two weeks vacation with pay, (2) Expense at away-from-home-terminal, (3) Train limit rule, (4) Revision of the held-away-from-home terminal rule, (5) Changes in the basis of the passenger day of conductors and trainmen from 150 mi (7½ hr.) to 100 miles (5 hr.), (6) Time and one-half pay for overtime in passenger service, (7) Elimination of the 8-within-10 hour passenger rule, (8) Establishment of a uniform automatic release rule on arrival at terminals, (9) That all men employed in yard service including hostlers and hostler helpers, working two shifts within a 24-hr. period be paid at the rate of time and one-half for

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P. E. Employees Get Eight-Cent Increase

Vinson allows five cents in addition to three cents he approved previously

Economic Stabilization Director Fred M. Vinson on October 25 made public an opinion approving the "special emergency board's" recommendation that motormen and conductors in passenger service on the Pacific Electric be awarded an additional 5-cent raise to bring their total increase up to eight cents an hour. In other words, the five cents is in addition to the three cents left by Mr. Vinson when his July 19 opinion cut 10 cents off the 13-cent raise recommended by the National Railway Labor Panel emergency board which heard the case originally.

* That July 19 action of Mr. Vinson's precipitated the recent two-day strike of the employees involved, but they went back to work and laid their case before the "special emergency board" appointed by the President. Members of the "special" board were Chairman Elwyn R. Shaw, chief justice of the Supreme Court of Illinois, Richard F. Mitchell, former chief judge of the Supreme Court of Iowa, and Walter C. Clephane, Washington, D. C., attorney. They have since been named as the other "special" board which President Roosevelt has created to reconsider the general non-operating wage proceeding.

Sitting on the P. E. case, they heard both management and labor representatives urge approval of the 13-cent raise recommended by the original emergency board. Their action recommending that the raise be brought up to eight cents will make the P. E. key rates of 85 cents an hour for double-track operations, 90 cents for single-track operations and 95 cents for one-man-car operations identical with those established by the National War Labor Board for employees of the Los Angeles Electric Railway.

That is where Mr. Vinson has wanted to keep them. In cutting the recommended 13-cent increase to three cents he had noted that parity would thereby be established with wages of Los Angeles Electric employees. The latter were granted a five-cent increase by NLWB on October 24. Hence Mr. Vinson's present approval of another five cents for the P. E. employees, the approval being based upon the principle that the increase would be "in accordance with the new sound and tested going rate for similar work in the labor market area." Meanwhile the director noted that "special" board's feeling also that "some increase is desirable for the benefit of the war effort."

At the same time Mr. Vinson embodied in his opinion a lecture on the dangers of inflation and the necessity for holding the line. He outlined the stabilization program with its "general rule that there are to be no wage increases" unless under specified exceptional conditions. He then continued in part as follows:

"Those who now object to the results in their individual wage adjustment cases because the government has disapproved or modified their expectations have drawn the issue in clear terms. The clear issue is whether we are to support the President's hold-the-line program against inflation; or whether we are in favor of inflation; whether we are going to concentrate on giving all our energies to do our part in winning the war, or whether we shall argue among ourselves as to whose wages are out of line now; whether we want the money we do receive to buy something or whether we want to wonder how much less the war bonds we have bought will be worth next week.

"Those who are familiar with the relentless pressure know that there is no such thing as compromising with inflation. Either we must together exert every effort and every bit of intelligence we have to hold the line or we must each as individuals adjust our starting blocks so that we can join the race in which we will all be hurt much worse than any of us are now hurt. As stated, we do not have and cannot hope to have a wage program by which the government can guarantee that every man will receive exactly the same pay for exactly the same kind of work. We do have a program whereby, under the standards already mentioned, many of the extreme inequities can be lessened.

"In the instant case the workers will receive the same wages for the same work as their fellowmen on the Los Angeles

Railway. These wages may not be at shipyard and aircraft levels, but these workers with the approved increases will receive around \$200 per month. In addition these workers have certain seniority standing and certain opportunities to be promoted to higher paid jobs in freight service. These opportunities cannot be translated into cents per hour, and moreover they illustrate one of the difficulties that we should have if we ever tried to follow a program which would insure precisely the same pay for the same work.

"The special emergency board has reported that these men have done a good job and have exhibited great loyalty to their company and to their government. The government has devoted much time and energy to their wage adjustment problem. The total result is announced by this opinion, and while it may not come up to the expectations of some of the workers, the men should know that their request for increased wages has been considered under the standards which are applicable to all, and that they may continue their work secure in the knowledge that the present administration will fight to hold the line against inflation with every resource it has."

C. P. R. Builds Marine Engines

Six main marine engines and ten condensers, needed for escort service by the Royal Canadian Navy, have been built in the Montreal Angus Shops of the Canadian Pacific, following the completion in May of its order for 1400 Valentine tanks.

Though the railroad shops are at the same time handling greatly increased locomotive and car repairs, it is expected that by the end of November, production will have reached the point where a minimum of six main engines and six condensers will be delivered monthly to the Morton En-

Development Committee Moves Out of D. C.

The Committee for Economic Development—the organization under the chairmanship of President Paul Hoffman of the Studebaker Corporation which is assisting private businesses to prepare for high-level employment after the war—has moved out of Washington, and is now housed at 285 Madison Avenue, New York.

The Committee, though privately financed, has worked in close collaboration with the Department of Commerce and has had its offices in that department's palace in the District of Columbia. The move, John Fennelly, executive director of the committee, explained, was to make room for war work; co-operation between the C.E.D. and the Commerce Department will continue.

gineering & Drydock Company, in Quebec.

Delivery of the first 70-ton marine engine was effected August 21, less than three months after the laying down of the first 10-ton bedplate May 30. The first 8½-ton condenser left the shops July 30.

The initial C.P.R. marine engine contract followed advice from the Department of Munitions and Supply that there was "very urgent need of marine engines and condensers to balance the production of hulls at the various shipyards." There have been no extensive additions to the plant nor any new buildings and work has gone on under the direction of H. B. Bowen, chief of motive power and rolling stock. Authorization to proceed with the construction of 10 sets of main marine engines and condensers for single-screw vessels was received October 31, 1942, and machining of parts and fabrication of sub-assemblies was started while the tank work was still in process. As machine capacity and floor area were released from the tank contract, they were used for the marine engine work.

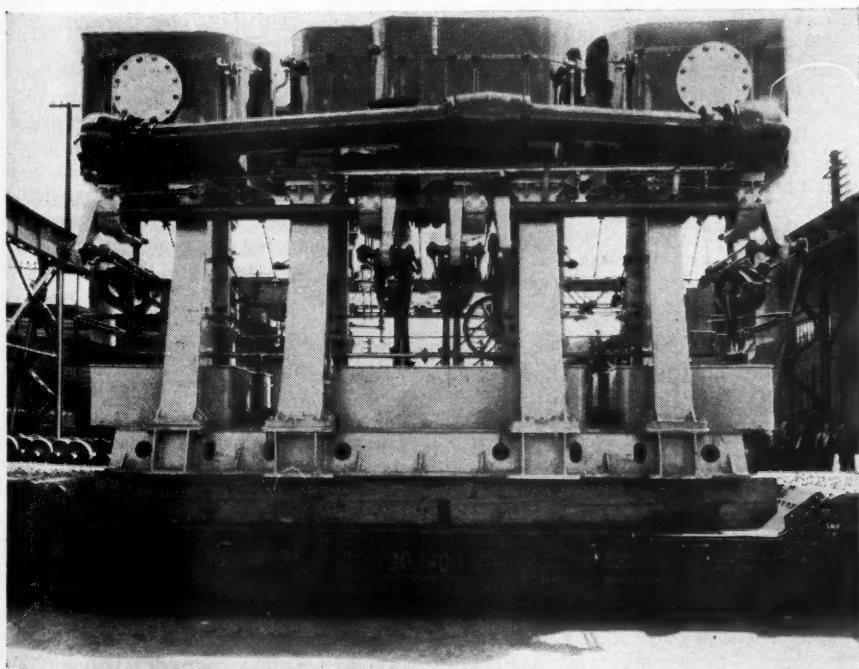
Other contracts have been received by the railway, for twin as well as single-screw equipment, and it is thought the number of units involved will keep this section of the shops' munitions department employed for some time.

New Revision of O. D. T.'s Maximum Loading Order

Further revisions, but "no radical changes in current loading requirements," have been made by the Office of Defense Transportation in its General Order O.D.T. 18, which requires maximum loading of railroad freight cars. The revised version is General Order O.D.T. 18A, which becomes effective November 1.

It supersedes O.D.T. 18, revised, as amended, and also incorporates Special Directions O.D.T. 18A-1, 18A-2, and 18A-3, and General Permit O.D.T. 18A-1, which are being issued concurrently with it. Outstanding special directions issued in connection with O.D.T. 18 are revoked.

The new order, the O.D.T. announcement said, is designed to amplify its predecessor



Marine Engine Built and Carried by C. P. R.

Measuring 22 ft. 6 in. in length, 12 ft. 6 in. in width and 16 ft. 5 in. in height, the main engine assembly has a shipping weight of 145,000 lb.—Here shown on a Canadian Pacific depressed-center flat car ready for shipment, special handling is required to observe clearances.

to meet changed conditions. Among other things, it makes provision for the loading of merchandise freight in a car with carload freight when such loading is authorized by a special permit issued by O.D.T. Also it provides that railroads shall publish a specific tariff rule governing the restowing or rebracing of carload freight at intermediate destinations when separate shipments are carried in a single car.

In the latter connection the old order, as does the new one, provides that, under specified conditions, not in excess of three consignors may consolidate in a single car separate consignments originating at the same point, for shipment to not in excess of three consignees at not in excess of three destinations.

In announcing the new order, O.D.T. noted that the action climaxed "a year of the heaviest carload freight loading in the nation's railroad history." The statement went on to say that the order was being issued "at a time when the O.D.T., the Interstate Commerce Commission, the Shippers' Advisory Boards, the Association of American Railroads, and other shippers' groups are inaugurating a campaign to increase railroad efficiency by 10 per cent."

Also, it was asserted that "strict adherence to the letter and spirit of the new order will constitute a major factor in the success of the government-industry over-the-top drive to get more work out of the country's transportation facilities during the critical months ahead."

Bus Curtailment Plans Must Be Revised

The Office of Defense Transportation has asked bus and taxicab operators to revise their existing plans for possible emergency curtailment of their mileage in the "critical" months ahead. The request was directed only to operators of a fleet of 10 or more vehicles who were asked last January to submit plans for a 10, 20, or 30 per cent curtailment of mileage in event of emergency. The revised plans are to be filed with ODT regional offices on or before November 30.

Army Kitchen Car Shown to Officials at Washington

Officials of government agencies concerned with war-time transportation, and high-ranking officers of the Army, Navy, Marine Corps and Coast Guard inspected the first of 400 new kitchen cars that the American Car and Foundry Company is building for the Defense Plant Corporation at the Union Station at Washington on October 26. The car is new in design and is arranged for efficient and speedy service of meals to troops moving by rail. The arrangement was developed after conferences between representatives of the Transportation Corps, the Quartermaster Corps, the car builder and the Defense Plant Corporation.

It is expected that these cars will relieve, to some extent at least, some of the strain on regular railroad dining car facilities. They will also release for commercial service, in time for the transportation of Christmas mail and express, many of the

Top Railroad Family in the Armed Services?

Car Repairer William H. Ponder of the Southern at Danville, Va., has seven sons in the armed services. Three are Marines, two are Army flying cadets, and two are Army privates. Folks on the Southern believe this is the highest quota of fighting men from any railroad man's family. Can any other railroad beat it?

baggage cars which have been serving as make-shift kitchen cars in the mass movement of troops. The cars are to be delivered at the rate of 30 a week from the Chicago plant of the car builder and will, according to Brig. Gen. Robert H. Wylie, Acting Chief of Transportation, be placed in service immediately upon delivery.

O. D. T. Would Give Students Long Christmas Vacations

Longer Christmas vacations for colleges and preparatory schools have been suggested by the Office of Defense Transportation to eliminate travel by students during the height of the peak holiday traffic movement. The request asks that students be released not later than December 15 and not required to return before January 11.

If so long a vacation cannot be permitted, it is suggested that the recess either begin by December 15 or end on or after January 11, fixing mid-week dates for both release and return of students. The request applies to vacations of civilian students, the O.D.T. having received "full assurances" from the Armed forces that Christmas furloughs for training school students will be minimized this year.

O. D. T. Specialists Will Search Out Motor Vehicle Parts

Moving to minimize the time lost by motor vehicles waiting for replacement parts, the Office of Defense Transportation will on November 1 make its maintenance specialists responsible for searching out, from distributors and other sources, the parts needed to fill operators' orders bearing "Certificate of Emergency Order" certification. In addition to cutting down the lost time, O.D.T. anticipates that the new plan will "aid in the accumulation of data needed to forestall widespread parts shortages."

Truckers Must Get O. D. T. O. K. for Longer Routes

Truck operators have been forbidden by the Office of Defense Transportation to inaugurate new routes or extend present routes or delivery areas without obtaining prior approval of O.D.T. The action, effective October 25, was taken in amendments to three of O.D.T.'s general orders covering the trucking industry—Amendment 4 to General Order O.D.T. 3, Revised; Amendment 1 to General Order O.D.T. 6A; and Amendment 6 to General Order O.D.T. 17.

All truckers—common, contract, and private—are affected, as are all types of serv-

ice—over-the-road, local cartage, and pick-up and delivery. Requests for approval of new or extended operations must be made in writing to the proper district office of O.D.T.; and before such applications are approved it must be shown that the proposed extensions are "necessary to the war effort or to the maintenance of essential civilian economy." There is, however, provision for appeal from decisions of the district managers.

In announcing the new regulations, O.D.T. Director, Eastman said: "The increasingly critical truck situation now makes it mandatory that a careful evaluation of new operations requiring additional truck mileage be made in the light of their value to the war effort and the civilian economy. . . . I hope that operators will not request permission to extend their routes or areas unless they themselves are convinced that the additional truck mileage is unquestionably necessary to the country's welfare."

Renege on Promise of No War Strikes

(Continued from page 694)

the second shift, and (10) Pay for initial and final terminal delay time.

The non-op leaders' announcement of their decision to issue the strike ballot came in an October 26 press release which revealed that each employee would receive with his ballot a copy of "a full report of the proceedings which have been conducted for more than a year in an effort to secure a wage increase." Among other things, the report covers the leaders' recent efforts to obtain government approval of the eight-cents-per hour increase negotiated with management after Economic Stabilization Director Vinson had rejected the like increase recommended by the emergency board headed by Dr. I. L. Sharfman.

The report is understood to confirm previous accounts of the negotiations to the effect that, after giving assurances that the eight-cent increase would be satisfactory, President Roosevelt was convinced by Director Vinson and War Mobilization Director James F. Byrnes that the settlement should not be approved. Then the President is reported to have reached an understanding with the union leaders for a settlement which would graduate the increases for different employee groups from 10 cents an hour down to 7 cents; but the government stabilizers are understood to have demurred again, insisting that the gradations run down to 4 cents an hour for the higher-paid groups who would thus get what had been approved for train and engine service employees.

The report, as the non-op press release put it, "concludes by stating that the 15 chief executives have exhausted every effort to satisfactorily dispose of this controversy without responding to the increasing demands of the membership that the chief executives carry out the laws of the organizations and issue a strike ballot."

"We regard it as our duty to the employees involved, as well as to the country,

to restore and maintain the morale of the employees in the hope of securing a satisfactory wage increase," the report also said. "It would be a neglect of our duty if, by failure to take concerted action and to allow growing dissatisfaction, we permitted the interest of the employees and the public interest to be injured by increasing individual discouragement which results in the drifting of large numbers of employees out of service of this essential war industry and also results in sporadic unauthorized strikes harmful alike to the employees, the carriers and the effective prosecution of the war."

The ballot calls for a referendum on the matter of a strike "to enforce the agreement made with the carriers on August 7, 1943, or a satisfactory substitute therefor." The instructions to voters provide: "It must be understood that if such majority, as required by the laws of the respective organizations, vote in favor of a strike and a satisfactory settlement of the dispute is not otherwise reached, each employee will strike when sanction to do so is given by the properly constituted authorities of the respective organizations. It must be further understood that no strike will occur until all reasonable efforts to secure an acceptable settlement have been exhausted and a strike is sanctioned by the properly constituted authority of these respective organizations."

Meanwhile, Congressional support for the non-ops continues with speeches and "extensions of remarks" by various congressmen. Speaking in the House on October 25, Representative Miller, Republican of Missouri, asserted that the controversy "bears all the earmarks of being made a political football." Insisting that the President must be approving of Mr. Vinson's action, Mr. Miller went on to ask: "Does the President propose at the eleventh hour to make a triumphant entry upon the scene, then dramatically override Mr. Vinson and have another board approve this agreement? And then claim that all the while he was the stalwart friend of labor and had saved them from this sickening situation?"

"It is not only well worth watching, but one could safely hazard the prediction that the President will at the appropriate time insist upon some other board or agency overriding Mr. Vinson's order and then claim credit for the small raise in wages to which everyone concedes these men are so justly entitled."

Other expressions were made by Representatives J. Leroy Johnson of California, and Rees of Kansas, Republicans. At a press conference in Washington last week, E. E. Milliman, president of the Brotherhood of Maintenance of Way Employees, repeated charges previously made in labor circles to the effect that railroads are arranging for the performance of work by contractors who are able to pay higher wages than the stabilization program allows railroad employees doing the same types of work.

In a communication to the railroads on October 27, the Carriers' Conference Committee (representing principal railways in all territories) advised them to make the 4-cents-an-hour increase to the ops, retro-

active to April 1—which an Emergency Board awarded them, and which Economic Stabilizer Vinson approved.

War Traffic in 22 Months Since Pearl Harbor

So far in this war, the railroads have moved about three times as many troops and more than five times as much Army freight and express as they did during the entire period of the World War I, Albert R. Beatty, manager of the Publicity Section, Association of American Railroads, told the Pittsburgh (Pa.) Kiwanis Club on October 29.

In the first 22 months that America has been at war, Mr. Beatty disclosed, approximately 25 million troops were carried by rail in organized movements, as compared with about 8,880,000 men in similar movements during the 19 months which this country was in the last war. Troop movements in this war, he said, account for about 20 per cent of the total passenger-miles of the railroads, while they constituted only 8.6 per cent of the passenger mileage last time.

During the same 22-month period, Mr. Beatty declared, the railroads hauled nearly 102 million tons of Army freight and express, or at a monthly average of more than four and a half million tons. In the last war, he said, the monthly average was less than a million tons.

Mr. Beatty pointed out that approximately one-fourth of the Army freight and express moved by rail since the war began has gone to the ports for shipment to our

forces overseas. He said that more than a ton of supplies per man per month is shipped abroad to maintain our fighting forces in the overseas theaters, and this does not include the seven and a half tons of freight which accompanies each man when he is sent abroad.

There is every indication that the load on the railroads will continue to increase, Mr. Beatty went on.

He then cited current estimates that freight traffic in 1944 will be about six per cent more than it was this year, and passenger business will increase another 15 per cent.

I. C. C. Service Orders

The Interstate Commerce Commission has issued Service Order 115-A suspending from November 5 until December 5 the provisions of Service Order 115, as amended, which has provided that cars of fruit and vegetables shall not be held at specified points in the South for diversion, reconsignment or orders.

Also effective November 5, it has issued Service Order 70-A, tightening the provisions of Service Order 70 which restricts the number of diversions of perishables in transit to three plus one at destination. The new provisions stipulate that shipments held at a diversion point for more than 48 hours (excluding Sundays and bank holidays) following the first 7 a.m. after arrival of the car, shall upon reforwarding be denied the joint through rates and assessed the combination of locals into and out of the diversion point.

Materials and Prices

The following is a digest of orders and notices of interest to railways, issued by the War Production Board and the Office of Price Administration since October 11:

CMP Regulation 1, Direction 16 Amended— If a steel producer has shipped a replacement order for steel rejected by a customer for failure to meet specifications, or for other defects, and it develops that the rejection was improper, the customer must either return the replacement material or furnish the producer with the necessary certification and charge the proper allotment, the WPB ruled with the issuance of an amendment to Direction No. 16 to CMP Regulation No. 1, October 9.

The amended direction points out that when steel is rejected for non-conformity with specifications, or other defects, the steel producer must schedule and make replacement in preference to all other orders for similar material, without requiring an additional allotment. However, if any portion of the rejected steel can be used by the customer in connection with an authorized production schedule, it may be so used, but the customer must charge the material to the appropriate allotment account. If any defective steel was received by a customer prior to July 1, 1943, it may be used on any duly authorized order without change in any allotment account.

Producers may also deliver any rejected steel, suitable to fill an authorized controlled material order or to complete any other authorized delivery if the rejected steel or any portion of it is suitable to fill such orders. The direction does not apply to replacement orders for stainless steel. Replacement orders for such steel are governed by Direction No. 1 to Supplementary Order M-21-a.

CMP Regulation 1, Direction 18 Revoked— Direction No. 18 to CMP Regulation No. 1, dealing with conditions under which controlled materials producers are required to accept order for delivery of steel, was revoked by the WPB October 11. These conditions are now spelled out

in CMP Regulation No. 1, and there is no further need for the Direction.

Construction Equipment—An urgent appeal to manufacturers of construction equipment to increase production of repair and spare parts was issued October 13, by the WPB Construction Machinery division. Present output of parts is at the rate of 50 per cent of the total dollar value of equipment produced, while peacetime output of parts was at the rate of 15 per cent of total production, by dollar value. Despite this increase, not enough parts are being produced to meet present requirements, division officials said, and 1944 demand is expected to be even higher. Most urgently needed are parts for power shovels and cranes.

CMP Regulation 4—Small order provisions for steel have been liberalized with respect to wire (other than wire rope), pipe, galvanized sheets, tin and terne plate, and fence posts, by CMP Regulation No. 4, as amended October 19. A distributor (warehouse) may fill orders without receiving allotments, calling for delivery to one customer during any one calendar quarter of not more than 10 tons of carbon steel and 1,000 lb. of stainless steel in the above indicated product groups. The amended regulation extends from 7 to 15 days the time within which persons placing telephone orders on warehouses must confirm such orders, by complying with the provisions of CMP Regulation No. 4.

The amendment also provides a new form of certification which reads as follows: "The undersigned hereby certifies to the distributor with whom this order is placed and to the War Production Board, subject to the criminal penalties provided in Section 35 (A) of the United States Criminal Code, that receipt of the steel covered by this order, together with all other steel received by, or on order for delivery to, the undersigned, from all sources, during the same quarter, will not exceed the limits specified in paragraph (d) (4) of CMP Reg. No. 4."

Flush Valves—A tightening plastics situation

has caused the WPB to permit the use of steel in overflow pipe for flush valves in plumbing fixtures, it was announced October 11, by revision of Schedule V of Limitation Order L-42. Permission to use plastics for this purpose is withdrawn.

Gasoline Gum Inhibitors—Four chemicals used as gum inhibitors to prevent the accumulation of gummy substances in gasoline motors, will be placed under allocation, as of November 1, because of the tremendous increase in their use for military gasoline and the resultant tight supply, the WPB announced October 11, by issuance of allocation order M-354.

These are known by the trade designations "DuPont No. 5", "DuPont No. 6", "U. O. P. 4" and "U. O. P. 5". The maximum which may be accepted by any one customer in any calendar month without WPB order is 10 lb. of each chemical. Moreover, the order declares that "no person shall use more than 10 lb. of any one type of inhibitor" in any month without specific WPB permission.

Material Substitutions and Supply List—A marked easing of ferro-alloys and many non-ferrous metals was evidenced in the tenth Material Substitutions and Supply List, issued October 11, by the WPB. The list groups the materials most essential to the war program in three categories on the basis of their current availability: Group I—Materials in insufficient supply to satisfy essential war demands; Group II—Materials in sufficient supply to meet war needs; Group III—Materials in excess of essential needs and recommended as substitutes for scarcer materials.

"The easing of many non-ferrous metals and ferro-alloys is not an indication that restrictions on their use can be lifted or that any of them will be available soon for general use," Howard Coonley, director of the Conservation division, pointed out. "The shift to Group II is significant chiefly because these materials in unfabricated form are now sufficient to supply essential war and industrial needs. Three grades of general purpose synthetic rubber have moved to Group II, reflecting the progress which industry has made in synthetic rubber production," Mr. Coonley said.

Supplies of a few chemicals, including sulphuric acid, have become more critical. Although a number of important plastics have moved to Group II, it is expected that this relaxation may be temporary.

Because it no longer serves its original purpose, the supplementary list on the last page of issue No. 9, consisting of items on which inventory restrictions had been eased, has been discontinued.

To further the practice of substituting secondary alloys for more critical grades of material, the Conservation division has prepared two charts for distribution: "Conservation Chart for Brass and Bronze," newly reissued, and "Aluminum Alloy Substitution Chart." Copies may be obtained by writing the Conservation division, WPB, Washington 25, D. C. Issue No. 10 of Material Substitutions and Supply List may be secured from the regional offices of the WPB.

Orders L-117 and M-76 Revoked—Limitation Order L-117 relating to the manufacture of power and steam equipment and Preference Order M-76 which covers the manufacture of turbines, turbine-generators and generators were revoked by the WPB, October 11. The functions covered by the orders have been incorporated into General Scheduling Order M-293.

Paint Containers—Consumers of paint throughout the nation are urged by the WPB to handle all returnable paint containers with more than usual care. This is necessary to insure a continuing supply of paint, since damaged metal containers are not replaceable, and because new containers are made of less durable materials and are more easily damaged. This applies particularly to 5-gallon drums and other large containers.

Truck Parts—A serious shortage of certain truck replacement parts has made necessary the uprating of preference orders from AA-2X to AA-1 for production and distribution of these items, the WPB announced, October 11.

Production and distribution of replacement parts for medium and heavy trucks, truck-trailers, passenger carriers, off-the-highway motor vehicles and motorized fire equipment must be handled in

the last quarter of 1943 and the first quarter of 1944, as though orders therefor bore a preference rating of AA-1, according to the provisions of an amendment to Limitation Order L-158, effective October 11. Replacement parts for passenger automobiles and light trucks must continue to be produced and shipped as though orders therefor bore a preference rating of AA-2X. This amendment is designed to make available a sufficient quantity of essential parts to maintain vital motorized transport.

Vises—The effective date of Schedule VI of Limitation Order L-216, which was originally issued September 7, and reduced the number of types of sizes of vises which could be manufactured from approximately 165 to about 40, has been postponed until January 1, 1944, by the WPB. Since the schedule was issued, it has been called to the attention of WPB that the manufacture of certain types and sizes of vises needed in the war effort is forbidden. Hence, it was decided to postpone the effective date of the schedule and meanwhile, conduct a poll of the vise industry to ascertain what changes should be made in the schedule.

Prices

Central Hardwood Lumber—To offset higher mill operating costs and to stimulate production of hardwood lumber in the South Central region, (the entire State of Missouri, the Southern tip of Illinois, the Southwestern part of Kentucky and the central part of Tennessee), Amendment No. 9 to MPR No. 155 (Central Hardwood Lumber), effective October 20, provides advances of \$1 to \$10 per M. b. m. in producers' ceiling prices for standard grades of hardwood produced in the territory.

The advances bring an average increase of 11 per cent in ceilings, and represent the first rise in South Central hardwood maximum prices since ceilings were established June 1, 1942, at the level of October 1, 1941, mill price lists.

The price increases which may be passed on by sellers to buyers at both wholesale and retail levels are:

1—For all standard grade items of red oak and white oak (plain and quartered) and white oak WHND (worm holes no defect), and yellow poplar (plain and quartered), an increase of \$6 per M. b. m., with the following exceptions: In the No. 1 common and better grades of plain white oak, WHAD (worm holes a defect) and WHND, and in the FAS grade of plain red oak, the increases are \$10 per M. b. m. for 1-in., \$7 for 1½-in., \$4 for 1½-in., and \$1 for 2-in. And, in the case of No. 1 common plain red oak, the increases are \$10 per M. b. m. for 1-in., \$7 for 1½-in., \$5 for 1½-in. and \$1 for 2-in.

2—For all standard grade items of ash, beech, cottonwood, black gum (plain and quartered), tupelo (plain and quartered), hackberry hickory, sycamore (plain and quartered), quartered red and white oak strips, soft maple (WHAD and WHND), and the No. 3 common grade of basswood, maximum prices have been increased to the same price level now in effect for Southern region hardwood. These increases are approximately \$6 per M. b. m. No increases are authorized in the maximum prices for hardwood timbers.

Douglas Fir Doors—Jobbers, who customarily price their products by use of a list price and discount sheet, were authorized by Amendment No. 3 to Revised Price Schedule No. 44 (Douglas Fir Doors), effective October 26, to use their usual method of pricing in passing on to buyers the recent 8.9 per cent increase in producers' ceiling prices for Douglas fir doors.

Any jobber may shorten his discount by the number of half-points which will most nearly approximate the dollars-and-cents amount by which the current net cost of the door exceeds his August 1, 1943, cost of the same item.

The general level of the jobber's maximum prices continues to be his March, 1942, highest prices plus increased costs for doors which have become effective since August 1, of this year.

Grain and Coal Doors—MPR No. 483 ("General-Manager-Type" Grain Doors and Temporary Coal Doors for Box Cars), effective

October 14, provides specific dollars-and-cents ceiling prices which represent a 10 per cent increase in the price of general-manager-type grain doors, and approximately 33 per cent above those formerly provided for temporary coal doors.

The new ceilings, for No. 4, best grade, general-manager-type grain doors, per door, f. o. b. mill, no freight allowance, are as follows:

Species	Sizes	
	7' x 20" x 1½"	7' x 10" x 1½"
Hemlock or other Northern softwoods or hardwoods	\$1.35	\$0.81
Ponderosa Pine	1.23	0.74
Douglas Fir or other Western softwoods	1.19	0.71½
Southern pine, cypress, basswood or other Southern or Eastern softwoods or hardwoods.....	1.31	0.78½

Ceiling prices for No. 3 doors are established at the No. 4 price less 5 cts. per door for No. 2 doors, less 10 cts.; for No. 1 doors, less 15 cts.

Species	Temporary Coal Doors for Box Cars Sizes	
	7' x 2'	6' x 2'
Hemlock or Northern softwoods and hardwoods	\$0.77	\$0.68

Hardwood and Northern Softwood Lumber—Increases in ceiling prices which may be passed on by sellers to ultimate consumers of Northern hardwood and softwood lumber—designed to compensate producers for higher wage costs resulting from wage increases for lumber workers, approved by the War Labor Board in July—were announced October 15, by the OPA in Amendment No. 8 to Maximum Price Regulation No. 223 (Northern Hardwood Lumber), and in Second Revised Maximum Price Regulation No. 222 (Northern Softwood Lumber), effective October 15.

In Northern hardwood lumber, the amendment provides a 15 per cent increase in maximum prices of standard grades of all hardwood species, except timbers; increases of 50 cts. and \$1 per M. b. m. in certain mill-working charges; and an increase of \$1.50 per M. b. m. in kiln-drying charges.

In Northern softwood lumber, the revision provides an increase of \$5 per M. b. m. in maximum prices of standard grades of all softwood species, except timbers, and additions of \$1 and \$1.50 in certain mill-working charges.

The increases, OPA said, are the equivalent of an increase of 14.5 per cent in sales realization for mills, and are sufficient to restore the operating margin over cost obtained by the bulk of producers in the final quarter of 1942, or just prior to the effective date of War Labor Board approved wage increases for some mills.

The new prices replace the temporary 10 per cent price increases which were granted by OPA in August 1943 pending issuance of today's upward revision.

Lumber—Amendment No. 1 to Supplementary Order No. 50, effective October 26, changes the wording of the standard "adjustable pricing" provisions in 44 lumber and forest products price regulations to state specifically that special permission must be obtained from OPA whenever sales are made subject to price adjustment "after shipment."

Time of shipment is substituted for time of delivery as the point beyond which a sale may not be made on an "adjustable pricing" basis without express authorization by OPA.

Lumber Commissions—Supplementary Order No. 77, effective October 26, tightens the prohibition against the adding of service charges to maximum prices of lumber sold by producing mills, jobbers and wholesalers, and retailers under 16 specific lumber price regulations.

Previously, OPA defined "commissions" in lumber sales under the affected regulations, as any service charge or payment figured either directly or indirectly on the basis of the quantity, price or value of the lumber in connection with which the service was performed. OPA now defines a "commission" as any compensation paid by the buyer for the procurement of lumber.

"The reason for tightening of the ban on commissions under the affected regulations is to prevent evasion of the commission prohibition by the use of short-term contracts at a fixed sum for procuring lumber," OPA said.

GENERAL NEWS

Appraises Railroads' Post-War Prospects

National Planning Association report calls for some advance thinking now

Rehabilitation of the country's railroad system "as a basic transportation agency adjusted to the post-war economy" calls for "advance thinking and preparation" now by the industry and its suppliers, by railroad labor and by the government, according to a report made public this week by the National Planning Association. The report, entitled "The Outlook for the Railroad Industry," was prepared by Ernest W. Williams, Jr., who is identified as "an economic analyst of transportation problems for the War Production Board."

It was adapted from a study made by Mr. Williams when he was associated with the defunct National Resources Planning Board, the NRPB version having been reviewed in the *Railway Age* of July 24, page 186. As noted in the issue of September 25, page 499, the Planning Association has recently published another similarly adapted Williams study on "The Outlook for Domestic Air Transport."

The Association describes itself as "a privately financed organization devoted to planning by Americans in agriculture, business, labor, and government." A little over two years ago it published "The Crisis in Transportation," predicting for the fall of 1941 a freight car shortage of such magnitude that a breakdown of rail transportation was implied.

In the present study Mr. Williams suggests for "the coming headaches of the railroad industry" various cures which are summarized as follows:

1. Concentration on heavy freight traffic over long distances.
2. Immediate physical reconstruction, at the close of the war, of obsolete equipment to modern standards.
3. Modernization of terminals and yards, unification of terminal operations, and the reduction of competitive solicitation and unproductive services within the industry itself, to do away with heavy costs and wastes.
4. Abandonment of railroad lines "where the railroad is definitely less economical than other forms of transportation or where the available traffic volume is inadequate to support several competitive services."
5. Elimination of unnecessary duplication of service and expensive interline competition, keeping in mind the advisability of combining into a smaller number of operating companies, and the need for maintenance of a flexible railroad system with alternative main routes and considerable excess capacity to meet national emergencies.
6. Post-war adjustment of rates to a declining price level.
7. The setting aside of reserves against depreciation and deferred maintenance (with help from the government).
8. Promotion of long distance recreation travel with comfort, cleanliness, and economy stressed, to compete with the bus and the automobile.
9. Reasonable protection and arrangements to absorb displaced workers.

10. Continued cooperation between shippers and carriers.

11. Coordination of the railroads with other types of transportation.

Discussions in the study lead up to each of these conclusions. Speaking of post-war competition, Mr. Williams anticipated that with rates regulated, the rail-motor rivalry will be in the field of service. Here he recognizes that the trucks will enjoy the opportunity to pick and choose lucrative traffic, for the railroads alone offer "a universal common carrier service." Unlike other types of transportation, Mr. Williams says, the railroad "is expected to handle any traffic that may be offered by large and small shippers alike." Meanwhile, however, the most important threat to the railroads from the highway field will be "the relatively unregulated private carrier."

While Mr. Williams expects the waterways to be a factor and the air lines to offer competition in the fields of passenger and high-grade freight traffic, he calls the development of pipe lines and long-range transmission of electric power "more important in ultimate consequences—for they will strike at the heart of railroad traffic."

The greatest problem which the author sees in the way of rate reduction "is the rather fixed level of wage rates as far as downward adjustment is concerned." He points out that aside from the temporary 10 per cent reduction in 1932, "there has not been an important downward revision since those following World War I." He suggests the possibility of technical improvements or changes in working rules to permit rate reductions "without sacrifice of wage standards." There is, Mr. Williams says, "opportunity for profitable cooperation between management and labor in mapping out a solution to their problem that will be mutually advantageous in that it will provide a firm foundation for reasonably profitable railroad operation in the post-war era."

Among obstacles in the way of rapid adjustment to new conditions, Mr. Williams lists competitive conditions within the railroad industry, which stand "in the way of beneficial consolidations of service, joint use of terminals and unification of terminal operations, and the reduction of competitive solicitation and unproductive services"; obsolescence of physical plant; the opposition of special interests, such as communities and labor, to consolidations and coordination projects; and the poor credit position of the industry.

In the latter connection Mr. Williams notes a "persistent feeling in the financial community" that the current high level of earnings is temporary. Meanwhile, he hails the wartime performance of the railroads as "an amazing record," which he attributes "in large measure" to the "hard and effi-

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Favors RR. Operation of Local Air Service

Best fitted for the job, says Van Metre; Greyhound would join 'em

Because the railroads are "in most respects best fitted for the task," they should be allowed to engage in local and "feeder" air services, according to Thurman W. Van Metre, professor of transportation at Columbia University, New York, who appeared on behalf of nine Western roads at the October 22 sessions of Washington, D. C., hearings in connection with the Civil Aeronautics Board's general investigation as to the future of local feeder and pick-up air transportation services. On the same day the Board heard Robert Driscoll, general counsel of the Greyhound Corporation, invite the air lines to participate with bus companies and the public in the ownership of "a nationwide system of helicopter air buses."

Prof. Van Metre took the position that the railroads are better able "financially and from the standpoint of physical equipment and personnel" to do the pioneering in connection with the air services under consideration. They are in a position to provide such services at lower cost than any other agency, he said, because they have the necessary terminal sites, facilities for the maintenance and repair of equipment and trained agency and mechanical personnel in virtually every community large enough to have air service. Moreover, he added, railroads entering civil aviation "would not want to establish their new business as a short-run enterprise," but rather "they would build for economically sound conditions of a permanent nature."

Pointing out that the railroads will continue to be "the backbone of our domestic transportation system," Prof. Van Metre said: "We have recently had and are still having a salutary demonstration of the present indispensability of the railroad as a necessary factor in our national defense. . . . Everybody knows that it would have been physically impossible for any other type of carrier yet developed, whatever its inherent advantages, to have performed the transportation service which the railroad has performed during this war. Everybody knows what a magnificent job the railroads have done, carrying the largest volume of traffic they have ever been called on to transport, with an amount of equipment considerably less than what they possessed at the time of their previous peak load."

He held that it would be in the public

(Continued on page 705)

Doffs His Ermine To Debate Rates

Childe, in seat of judgment
on rate policy, plays the
advocate on the side

Senator Stewart, Democrat of Tennessee, inserted in the appendix to the October 26 issue of the Congressional Record a letter wherein C. E. Childe, member of the Transportation Board of Investigation and Research, had responded to the Senator's request for an analysis of recently-issued railroad pamphlets opposing uniform freight rate bills now pending in Congress. Mr. Childe emphasized that the views stated are his own and not an official expression of the Board.

His letter was an undertaking to answer point by point the argument embodied in the pamphlet entitled "Freight Rates to Fit Needs, Not Theories," which was published recently by the Association of American Railroads and the American Short Line Railroad Association, as noted in the *Railway Age* of October 2, page 537. Mr. Childe said that arguments in other recent railroad pamphlets were similar to those with which he thus chose to deal.

The B.I.R. member insisted that the uniform rate bills do not propose to fix class rates in a uniform pattern determined by mileage alone. As he interprets them, they "would simply require equality of treatment to shippers in all parts of the country . . . except where the Interstate Commerce Commission may find that inequalities are justified by differences in transportation conditions." Mr. Childe points out that several commodities move on commodity rates, and thus the rates on them would not be affected if class rates were adjusted to a uniform basis.

He is not, however, impressed with the argument that the issue is not important because of the relatively small percentage of traffic that moves on class rates. "Small shippers and industries, which have to pay high class rates," he said, "have difficulty in establishing themselves against older-established larger industries which have been able to obtain lower special commodity rates. The fact that some shippers are given lower special commodity rates does not help the shipper whose products must pay the higher class rates."

Mr. Childe denied that the class rates in the several rate territories are, as the railroad pamphlet said, the product of co-operation and consultation between the railroads and shippers. As he tells it, "they were first fixed by the railroads themselves and were later revised by the Interstate Commerce Commission, without any attempt to harmonize regional differences." To the railroad argument that passage of uniform-rate legislation would be upsetting to business, Mr. Childe replied that the I.C.C.'s current investigations of the rate structure and classification make for more uncertainty than would be the case if Congress were to declare a definite policy.

"Business enterprise, making post-war plans, is entitled to know as promptly as possible whether the present discrimina-

Probe of Equipment Situation Ordered by Senate

The Senate on October 21 adopted Senate Resolution 185, authorizing and directing its committee on interstate commerce to make a "full and complete" investigation of "the causes of the existing shortage of railroad equipment, and means of relieving such shortage," and Chairman Wheeler followed through promptly with an announcement that hearings will begin November 4 before a sub-committee consisting of Senator Stewart of Tennessee and Johnson of Colorado, Democrats, and Reed of Kansas Republican.

As noted in the *Railway Age* of October 23, page 660, the resolution is the committee's version of a more restricted proposal made in the measure as originally introduced by Senator Langer, Republican of North Dakota, who wanted an investigation of the situation with respect to the car supply for the transportation of grain in the Northwest.

The resolution was adopted without debate after its purpose had been explained by Senator Reed, Republican of Kansas.

tions will be continued, or whether they will be eliminated," he said. "Action by Congress now would give them this information, for which they would be compelled to wait indefinitely in the ordinary process of rate readjustments." And Mr. Childe denied that such action would be rate making by Congress. He would call it the mere laying down of a policy which would still leave to the I.C.C. the making of rates.

Dismisses Complaint on Coal Rates to New York Piers

The Interstate Commerce Commission in a five-to-four decision has dismissed a complaint alleging that rates on anthracite coal from mining regions in Pennsylvania to tidewater piers in New Jersey for transshipment are unreasonable. In doing so it rejected Examiner F. L. Sharp's proposed report which had recommended that reductions of 18 to 19 per cent be ordered.

The decision is in No. 27766, the majority report being by Commissioner Patterson. Chairman Alldredge and Commissioner Splawn filed dissenting expressions, with Commissioners Aitchison and Lee subscribing to the former. Along with Mr. Alldredge, the latter two would have adopted the examiner's recommendations. Commissioner Splawn complained that insufficient weight was given to complainants' cost studies and to evidence of the declining value of the service to anthracite shippers, beset as they have been in recent years with the competition of other fuels.

Complainants were "40 corporations and one individual" whose shipments "aggregate more than two-thirds of the annual output of Pennsylvania anthracite." The examiner's report was noted in the *Railway Age* of November 14, 1942, page 798.

J. J. Pelley Answers Wallace Attack on Rrs.

So the Vice-President comes
back again, replying
to the reply

J. J. Pelley, president of the Association of American Railroads on October 21 answered what he called Vice-President Harry A. Wallace's "unwarranted and savage attack upon the transportation agencies of the country," only to draw from the Vice-President an October 22 statement replying to the reply. The Wallace attack came in an October 20 speech in Dallas, Tex., which was reported in the *Railway Age* of October 23, page 657.

Mr. Pelley appraised the speech as something which "echoed old and discredited statements which have been answered time after time by spokesmen of government and industry." The Wallace statement of October 22 thought it "unfortunate" that the A. A. R. president had "failed to meet the serious issues presented in my speech."

Meanwhile Senator Stewart, Democrat of Tennessee, had inserted the speech into the Congressional Record of October 21, when remarks endorsing it were made by Senator Shipstead, Republican of Minnesota, and Senator Hill, Democrat of Alabama. The former called it "a very excellent and illuminating address," while Mr. Hill found himself "very much in accord" with that evaluation.

The charges which Mr. Wallace brought against the railroads are as follows: Public transport is again being brought under monopoly control; competition has already been eliminated in the making of transportation rates; excessive transportation rates now burden agriculture, industry and trade; non-competitive rates deprive agriculture and industry of the benefits of more efficient and cheaper forms of transportation; discriminatory rates are keeping the South and West in a colonial status; newer forms of transportation are being brought under monopoly control; monopolistic conditions already present in transportation are fostering monopolies in industry.

After characterizing the Vice-President's development of the foregoing as the echoing of discredited statements, Mr. Pelley went on to say:

"He repeats assertions made by employees of the Anti-Trust Division of the Department of Justice in a public hearing before a Senate committee, but he does not refer to the fact that these assertions were conclusively refuted by responsible public officials and private citizens concerned with transportation. The truth is that the conference method of considering rates has long been in use and has had the approval of both shippers and public regulating authorities, and that every conclusion reached is subject to review by the Interstate Commerce Commission. Speaking for the railroads, they are willing and anxious that their rate-publishing agencies should be subject to commission control, under regulations that will be practicable and fair.

"Mr. Wallace devoted much time to alleged discriminations against the South and West in the matter of rate adjustments. All such questions are again before the Interstate Commerce Commission in a comprehensive proceeding involving all the issues. That body, which enjoys the confidence of the country to a very high degree, can certainly be trusted to do justice to all sections.

"Mr. Wallace would have the public believe that railroad freight rates are unreasonably high. As a matter of fact, they are the lowest in the world. The average revenue for hauling a ton of freight one mile is less than one cent, and less than at any time in the past 25 years.

"The Vice-President repeats with the usual inaccuracies the oft-told story of the contract between the air lines and the Railway Express Agency, which performs for them the necessary ground services. This contract has lately been reviewed, revised and approved by the Civil Aeronautics Board, after certain provisions as to rate levels had been eliminated, but even before revision, the contract had no effect upon air line express rates. This is obvious from the fact that the original contract provision limited air rates to twice railroad express rates, whereas Mr. Wallace states that these air rates are 80 cents per ton-mile, which is five or six times the measure of rail express rates. The truth is that the air rates are fixed by the air lines and the express contract has had no effect whatever upon them.

"It is true that Mr. Wallace, when he was Secretary of Agriculture, opposed the regulation by the Interstate Commerce Commission of motor and water rates, a reform approved by Congress in response to the overwhelming sentiment of the country.

It is difficult to reconcile such a position with his statements in this speech that the commission may be depended on to prevent ruinous and undesirable competition.

"Mr. Wallace devotes a considerable amount of time to the so-called Western Agreement, formerly in effect on certain Western railroads. Those who are interested in this question should read the statement on this subject recently put into the record of the Senate hearings by W. Averell Harriman, now our Ambassador to Russia, who had much to do with the adoption of this agreement some 20 years ago.

"The address by the Vice-President is filled with statements that, by implication at least, reflect upon the competency, if not the integrity, of the Interstate Commerce Commission. That body needs no defense at my hands, its more than 50 years of honorable service speaks for itself. It is strong in the confidence of the country.

"In his references to Wall Street control of the railroads, Mr. Wallace is merely rattling the dry bones of ancient prejudices."

And now for Mr. Wallace's reply to Mr. Pelley's reply to Mr. Wallace's speech. It was issued because the Vice-President thought it "imperative that the people understand the true nature of our national transportation problem." From its allegation that the A. A. R. president failed to meet the issues presented in the Dallas

speech, it went on to say of Mr. Pelley's statement:

"He says nothing of the illegal status of the railroad rate-bureau conspiracies under the controlling decisions of the Supreme Court. He accuses me of a 'savage and unwarranted attack' because I sought to warn the people of the newest conspiracy of those who control the railroads to take advantage of our concentration on winning the war to extend their control to all competing forms of transportation and establish regional transportation monopolies.

"Mr. Pelley acknowledged by implication the rate discriminations long endured by the South and West, and only remarks that all those issues are now before the Interstate Commerce Commission. He makes no mention of the exhaustive and authoritative reports of the Board of Investigation and Research and the Tennessee Valley Authority with respect to these territorial rate discriminations. He says nothing of the role which the railroad rate bureaus have played in maintaining these regional rate discriminations.

"He does not deny the existence of the Western Commissioner. He only refers vaguely to Mr. Harriman's apology for the Western Agreement, which, on close reading, merely serves to emphasize the power exercised by the Committee of Directors, at 40 Wall Street, over rail transportation in the South and West. From Mr. Harriman's letter it appears that the plan really did work out as intended—to stifle all competition among the Western railroads. The sudden abandonment of the Western Agreement when its existence was brought to light by the Department of Justice is sufficient comment on the railroads' own views as to the legality of their organization.

"Mr. Pelley would have the people believe that Wall Street bankers no longer control the railroads. The recent private sale of railroad bonds to private banking houses, which have long controlled and exploited the railroads, where admitted savings could be obtained through competitive bidding for such securities, is convincing evidence that these bankers rule the railroad empire today as they have in the past. The increased cost of such private financing is reflected in the rates charged the public. Only when the grip of investment bankers on the railroad corporations has been broken will sound financial policies be established which will insure that railroad financing will not contain hidden profits for financial groups which must be paid by the public through higher rates.

"His attempt to explain away the monopolistic contracts of the Railway Express Agency with the domestic air lines will not bear analysis. For four years these contracts existed until some of their monopolistic provisions were recently eliminated under pressure from the Civil Aeronautics Board. During these years, Railway Express Agency and the air lines maintained rates which discouraged the development of all air cargo. Mr. Pelley's statement that the Railway Express contracts had no effect upon air express rates deliberately ignores the fact that the mere existence of these contracts with their provisions for the distribution of available cargo was a

most effective device to suppress competition among the air lines to develop their express business.

"Contrary to Mr. Pelley, my address did not reflect upon the competence or the integrity of the Interstate Commerce Commission, but so long as the American Association of Railroads and other transportation organizations display such callous disregard for the public interest as has characterized their past conduct, it will be difficult for any public officials charged with responsibility for regulating this industry to retain the confidence of the people.

"I know of no basis for Mr. Pelley's sweeping statement that American rail rates are the lowest in the world. The evidence is that through rate conspiracies the railroads have raised the whole level of transportation rates by all forms of public carriage."

In his October 21 speech, Senator Shipstead referred to the hearings held last May and June before the Senate interstate commerce committee on the pending S. 942, the bill introduced by Chairman Wheeler of that committee to provide for I. C. C. regulation of carriers' joint action in rate making. In that hearing, representatives of the Department of Justice had previously aired the monopoly charges now made by the Vice-President. As Mr. Shipstead put it, "sworn testimony" at those hearings "sustains the charges made by the Vice-President of the United States."

Mr. Shipstead went on to commend the "New York Times" for "the public service rendered" in printing the full text of the Vice-President's address. He did not feel the same way about the coverage which the Senate committee hearings had in the press. "We sat . . . for three solid weeks, and I did not see any report of that tremendously important hearing . . . in any newspaper, although newspapermen were present," Mr. Shipstead complained. "I do not blame the newspapermen; I am sure they recorded the evidence, but the newspapers evidently did not undertake to print it. . . . This is information which many of us have known for years, but it seems impossible to get it to the public because of the suppression of this kind of news." [The *Railway Age* covered these hearings in its issues of May 29, June 12, June 19, June 26, and July 3. The reports totaled more than 14 pages.]

Mr. Shipstead also took occasion to insert into the record some recent correspondence he had with Chairman Alldredge of the I. C. C. with respect to the commission's recent action approving the sale without competitive bidding of a \$28,000,000 bond issue of the Pennsylvania, Ohio & Detroit, subsidiary of the Pennsylvania. The Senate interstate commerce committee, the Senator went on, expects to hold hearings "at a later date" on "the question of compelling railroads to offer their securities by competitive bidding, instead of going to favored groups, members of which are on the board of directors of the railroads, so they sit on both sides of the fence."

Senator Hill's comment was an assertion that the Senate "has a very definite responsibility in this matter." He pointed out that Presidential appointments to the I. C.

C. and the Securities and Exchange Commission must be confirmed; and he will hereafter "scan and scrutinize very closely further nominations which may come to the Senate . . . particularly in the light of the facts to which the Senator from Minnesota has called attention, and about which the Vice-President spoke in his address.

Into the Congressional Record for October 25 went the Pelley reply and the Wallace answer to it. They were put in by Senator Wheeler, Democrat of Montana, who took occasion to express his agreement with some of the Vice-President's charges, "particularly with reference to his statement regarding Wall Street control of the railroads."

"Many of the other questions covered in his speech were highly controversial, the correct answers to which I have not fully formed in my mind, and I do not think any other member of the Senate has, for that matter," Mr. Wheeler went on. "However, I think it is a good thing the discussion has been brought about. It is a good thing for the country."

July Bus Revenues 30.5 Per Cent Above 1942

Class I motor carriers of passengers reported July revenues of \$36,477,437, as compared with \$27,946,210 in July, 1942, an increase of 30.5 per cent, according to the latest compilation prepared by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics from

	Passenger Revenue		Passengers Carried	
	July 1943	July 1942	July 1943	July 1942
New England Region	\$1,626,497	\$1,518,169	4,157,073	3,312,249
Middle Atlantic Region	4,174,971	3,470,174	7,686,434	5,551,823
Central Region	5,435,721	4,240,506	8,396,715	5,754,823
Southern Region	9,559,730	7,185,732	13,137,624	9,076,205
Northwestern Region	1,085,117	856,677	866,573	595,832
Mid Western Region	3,216,020	2,360,208	2,309,879	1,644,249
Southwestern Region	6,080,213	4,216,464	8,057,602	5,013,141
Rocky Mountain Region	474,842	353,019	368,225	197,856
Pacific Region	4,824,326	3,745,261	5,740,477	4,111,053

173 reports representing 178 bus operators. The number of passengers carried increased 43.9 per cent, from 35,257,231 to 50,720,602.

The breakdown by regions of the bus revenue and traffic figures, which exclude data on charter or special party service, is given in the accompanying table.

Interruption Not Elimination of Water Competition

The Interstate Commerce Commission, Division 2, has ruled that interruption of water competition due to the war does not eliminate such competition so as to make applicable the Interstate Commerce Act's section 4(2) which stipulates that no rail rate reduced to meet water competition shall subsequently be increased unless the commission after a hearing finds that the proposed increase "rests upon changed conditions other than the elimination of water competition."

The ruling came in the Division 2's report in the I. & S. No. 5187 proceeding wherein proposed increased export rates on dried vegetables, in carloads, from Pacific Coast points to Texas and Louisiana Gulf ports are found just and reasonable and not otherwise unlawful. Some

of the rates involved have been 53 cents per 100 lb. and others 63 cents, depending upon the ultimate destination of the exported commodities. The proposed increases would bring all up to 70 cents per 100 lb.

The citation of section 4(2) was among arguments of protestants who included the Department of Agriculture and the Office of Price Administration with representatives of the Secretary of War appearing to support them.

"Considering this provision in the light of the situation here presented," the commission said, "we are unable to conclude that interruption of water competition due to the war, although complete, eliminates the water competition so as to make that section of the act applicable. Under the stimulus of business initiative and the necessities of commerce this water competition will doubtless reappear, and possibly to an even greater extent than heretofore when conditions again become normal. . . . In the instant proceeding no fourth-section relief is sought or required in the establishment of the proposed rates. The present rates not only did not eliminate water competition but did not bring respondents a substantial portion of the total volume of traffic during the period when water-carrier facilities were available."

Previously the report had noted how the commission has "consistently adhered

to" its view that there is an important distinction between the voluntary act of a carrier in granting export rates lower than corresponding domestic rates and an order from the commission requiring such a difference. From a pertinent previous decision this language is quoted: "We may not require a difference in rates on the two classes of traffic unless there is a substantial variation in the service performed."

The Division's report represents the view of Commissioners Aitchison and Splawn. Chairman Alldredge dissented. He thought the majority undertook "unnecessarily to discuss the inherent differences between export and domestic traffic from the standpoint of rate-making," citing decisions which "expound a confusing and erroneous doctrine."

The report, as Mr. Alldredge read it, "seems to imply that the commission cannot draw a distinction between export traffic and domestic traffic made up of the same commodities and moving between the same points within the United States, unless there is a substantial variation in the cost of service." He doubts if that ever was the law, "because it would limit the consideration of rate-making factors solely to those concerned with the physical char-

acteristics of the service," whereas "the value of service has always been taken into consideration both by the carriers and the commission."

The dissenting commissioner also cited the Interstate Commerce Act's section 3(1a), inserted by the Transportation Act of 1940, which declares it to be the policy of Congress that shipments of agricultural commodities for export "shall be granted export rates on the same principles as are applicable in the case of rates on industrial products for export." This, said Mr. Alldredge, "authorizes the commission to draw a distinction between export traffic and domestic traffic."

Considering the record "in the light of recognized rate-making principles," led him to believe that the respondent railroads had not sustained the burden of proof to show that the proposed increases as a whole were justified. He was, however, "inclined to believe" that the record warranted approval of increases in the 53-cent rates to 63 cents.

Security Owners and Unions Oppose Bankruptcy Change

Representatives of the Railroad Security Owners' Association and organized railroad labor were heard in opposition to H. R. 2857, the Hobbs bill to amend section 77 of the Bankruptcy Act, at last week's sessions of the House judiciary committee's special bankruptcy sub-committee. The amendments proposed in the bill would restrict the Interstate Commerce Commission's authority in railroad reorganization proceedings.

The Security Owners' Association was represented by Kenneth F. Burgess and Fred S. Oliver, while J. G. Luhrsens, executive secretary of the Railway Labor Executives' Association, appeared for that organization. Mr. Burgess said the R. S. O. A. members included 50 life insurance companies and 367 mutual savings banks, holders of \$3.3 billion par value of railroad bonds. He contended that present procedures provide ample opportunity for judicial review, and charged that the bill was very skillfully drawn for the purpose of ousting the I. C. C. from the reorganization picture.

Intrastate Fare Cases

The Interstate Commerce Commission has instituted investigations into the alleged refusals of the Railroad and Public Utilities Commission of Tennessee and the North Carolina Utilities Commission to permit railroads serving those states to bring their intrastate fares into line with the interstate increases authorized in Ex Parte 148. The Tennessee investigation is docketed as No. 29037 and the North Carolina inquiry as No. 29036.

Motor Carrier Difficulties Increase as Trucks Decrease

Motor carriers have faced and will continue to face the most diabolical combination of difficulties ever encountered by any industry, Jack Garrett Scott, general counsel of the Office of Defense Transportation, told the Junior Traffic Club of Chicago at its annual dinner on October 14. He said that there are practically no new trucks

available and that while the War Production Board has authorized the manufacture of 11,000 heavy trucks, 23,000 medium trucks and 14,000 trailers, in the first half of 1944, these will have to suffice for a normal demand for 350,000 trucks for annual replacements.

The repair and maintenance situation also continues critical, he declared. He said that synthetic rubber by itself has not yet proved satisfactory for heavy-duty tires, that the manpower situation in the motor field is continually getting worse and that the demand for truck use is constantly increasing.

Waterways as an Aid to War

The contribution of the nation's waterways to war transportation was praised by Joseph B. Eastman, director of the Office of Defense Transportation, before the twenty-fifth annual convention of the Mississippi Valley Association at St. Louis, Mo., on October 18. He warned, however, that they will have to do even more as the burden on rail and highway transportation becomes heavier.

In trying to achieve the successful prosecution of the war, he said, he had not favored any form of transportation but had encouraged and promoted the use of water transportation wherever he believed that by so doing he could help to attain that end. "I regard it as my duty," he continued "to promote the use of waterways where they have excess capacity, where competitive rail routes are overtaxed, and where the use of water routes does not in itself involve an unwarranted waste of transportation.

"The load on the rail lines is so great that the use of water routes, where further use is practicable, is desirable more often than not. But it sometimes happens that

the rail route, while heavily loaded in one direction, is lightly loaded in the other and in that direction has as much excess capacity as the water route.

"It also sometimes happens that a proposed use of a water route involves so much use of rail transportation in getting the traffic to or from the water that it contributes nothing of importance to transportation conservation."

Discussing traffic on the Mississippi river and its tributaries, Mr. Eastman said that the character "has so changed that 95 per cent is of commodities directly related and essential to the war effort. The river system now embraces 5,000 barges, from 100 to 3,000 tons in capacity, and 1,000 towboats of from 200 to 2,500 horsepower. This fleet has been able to render a service it was wholly unable to do in the last World War. Barges last year transported the very sizable total of 16,500,000,000 revenue ton-miles, which afforded the railroads much relief."

Because war operations require all types of craft, Mr. Eastman explained, "a very considerable number of vessels has been taken from the Great Lakes for ocean war service and quite a few from inland waterways. The remaining domestic water transportation has had to handle the war load with practically no expansion in facilities. An addition to the fleet of big ore carriers on the Great Lakes was authorized and some of the new ships are in operation."

Mr. Eastman estimated that the inland waterways will carry 157,003,000,000 ton-miles of revenue freight in 1943, compared with 148,565,000,000 in 1942 and 96,250,000,000 in 1939.

Rear Admiral Howard L. Vickery, vice-chairman of the maritime commission, said that the United States will have the largest merchant ship fleet in history, 50,000,000

deadweight tons, by the end of 1944. He said that the American merchant marine had a promising future if the fleet were not permitted to become obsolete for lack of new and more modern ships.

Chester Thompson, president of the Inland Waterways Corporation, disclosed that the corporation will charter practically all of the \$150,000,000 of new equipment being built by the Defense Plant Corporation, including 496 river boats which will constitute the biggest fleet of towboats and barges ever assembled at one time, and place it in operation by April.

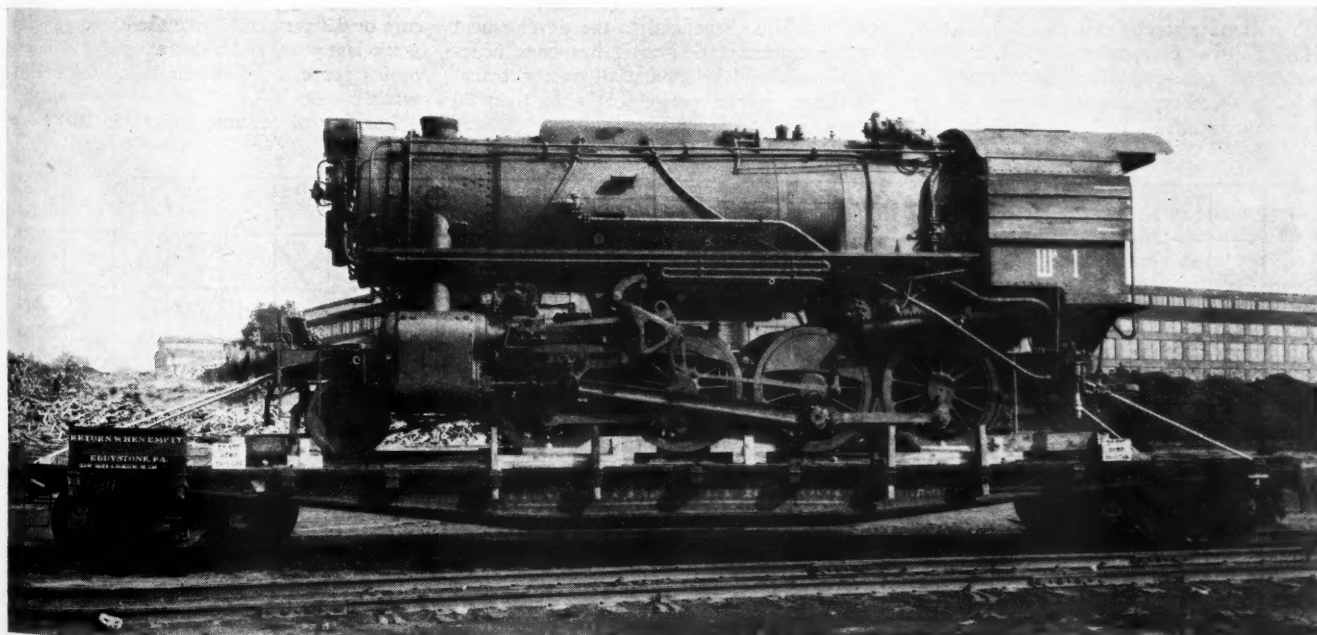
A number of plans for the future development of waterways were presented. Flood control measures were among the chief topics of discussion.

Plans for waterway developments totaling several billion dollars have been completed and can be used as part of a post-war program, Major General Eugene Reybold, chief of army engineers, stated at the meeting. The navigation program alone, he said, would account for more than \$1 billion and may be expanded to \$2 billions, while post-war flood control plans total about \$2 billions.

In a resolution adopted over the opposition of Southern delegates, the association condemned bills now before Congress which propose uniform freight rates; also opposed were further liberalization of provisions in the Transportation Act of 1940 regarding railroad ownership or control of competing water services.

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U. S. Locomotive "Stalingrad"

The first of a number of locomotives to be built for Russia by the Baldwin Locomotive Works, Philadelphia, ready for shipment to dockside; it is constructed to operate on five-foot track gage.

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Tennessee-Tombigbee Up Again

Going over various projects at last week's hearings in connection with its consideration of an omnibus rivers and harbors bill, the House committee on rivers and harbors heard, among others, presentations with respect to the proposed Tennessee-Tombigbee waterway. Opposition was expressed by J. Carter Fort, general counsel of the Association of American Railroads, and John G. Corbett, assistant grand chief engineer of the Brotherhood of Locomotive Engineers.

Representation of Employees

The International Brotherhood of Electrical Workers, operating through the Railway Employees Department, American Federation of Labor, has supplanted the Brotherhood of Railroad Shop Crafts of America as the Railway Labor Act representative of electrical workers, their helpers and apprentices employed by the Louisville & Nashville. The A.F. of L. affiliate won by a vote of 115 to 107 an election which has been certified by the National Mediation Board.

In other recent elections maintenance of way employees of the Manistique & Lake Superior designated the Brotherhood of Maintenance of Way Employees, while those on the Hutchinson & Northern have chosen the United Mine Workers of America, District 50.

Reece Bill Would Let Railway Affiliates Own Air Lines

Provisions whereby railroad subsidiaries, but not railroad companies themselves, could operate air transportation services are included in the comprehensive revision of the Civil Aeronautics Act proposed by the

minority of the House committee on interstate and foreign commerce. As noted in the *Railway Age* of October 23, page 663, the minority views are embodied in H.R. 3491, introduced by Representative Reece, Republican of Kentucky, after Chairman Lea of the committee had offered the majority proposal in H. R. 3420.

The Reece bill proposes to clear the airways for subsidiaries of railroads and of other carriers subject to the Interstate Commerce Act by an amendment to section 401 of the Civil Aeronautics Act. The idea came from the Interstate Commerce Act's Part IV where a like provision applies with respect to ownership of forwarders by carriers.

The amendment would stipulate that no certificate covering air services would be issued to any carrier subject to Parts I, II, III, or IV of the Interstate Commerce Act; "but no application made under this section by a corporation controlled by, or under common control with, a common carrier subject to Part I, II, III, or IV of the Interstate Commerce Act, shall be denied because of the relationship between such corporation and such common carrier."

The report on the bills submitted by the committee's minority defends this reliance on the forwarder act, because it "is the latest expression of Congressional policy on the subject." Its general comment on the matter of allowing surface transportation agencies to participate in air operations was in part as follows:

"Air trunk lines normally are not engaged in local business or feeder business. Most surface transportation agencies are so engaged. If allowed to go into the air business, surface transportation agencies could not only supplement their local service by air service, but also could render a feeder service to the trunk-line air carriers and to the trunk-line surface carriers. While it is true that air service of a trunk-line nature by surface transportation agencies would be in competition with existing trunk-line air carriers, it is submitted that this would be beneficial to the development of air transportation as it has been beneficial to the development of motor transportation over a period of more than 20 years. . . .

"No one has advanced any sound or logical argument in opposition to the Congressional policy laid down in the Freight Forwarder Act . . . Surface agencies are experienced in the transportation field and have adequate capital. They will, of course, be subject to the same tests as to public convenience and necessity to engage in the business, and after engaging in the business will be subject to the same regulation as anyone else engaging in air transportation. Certainly the Civil Aeronautics Board . . . can be trusted not to issue a certificate to a surface transportation company unless it is clearly in the public interest. The Board should be allowed the usual discretion in this respect, and not be limited by preconceived legislative limitations which thus far have not shown to be founded on fact."

Reservations No More Than 30 Days Ahead

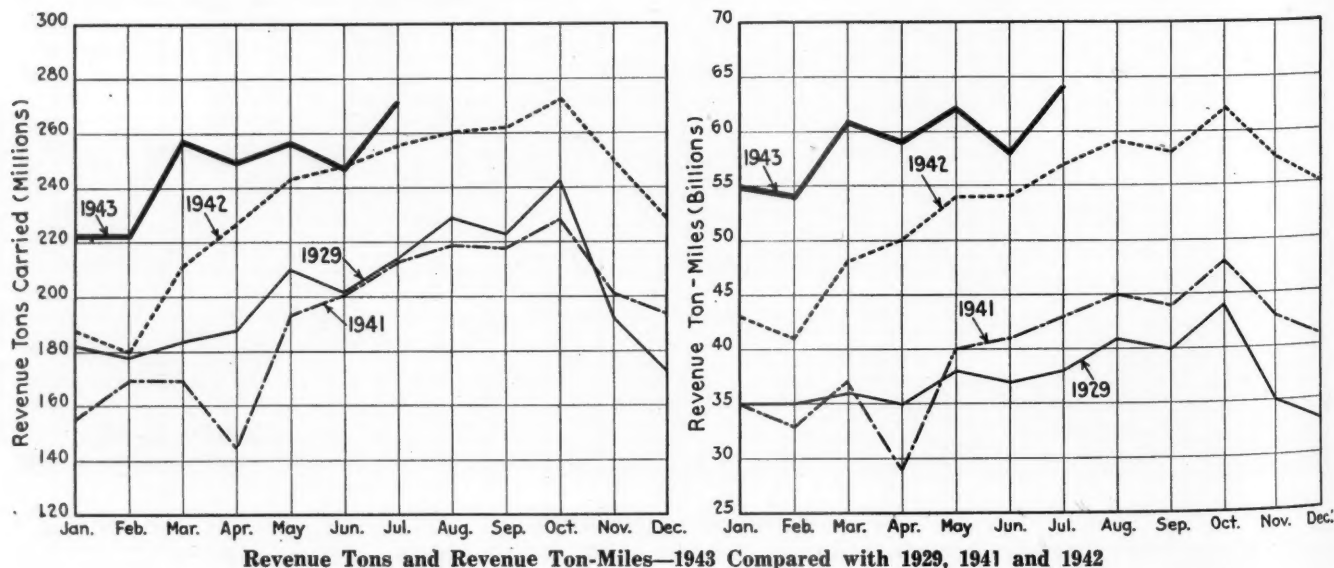
To ease the constant shortage of train space, Eastern railroads on October 15 issued a ruling that no Pullman or coach reservations can be accepted more than 30 days in advance. The plan was made known by the Eastern Railroads Presidents Conference, which expects the new order to be a boon to military and business travelers as well.

Half of all Pullmans and a third of the coaches have been required for troop movements, the railroads revealed, and week-end and holiday travel has been particularly heavy. With thousands on furlough, in addition to regular business travelers, as well, it is estimated the average car now carries nearly four times its peacetime passenger volume.

Freight Car Loading

Loadings of revenue freight for the week ended October 23 totaled 905,319 cars, the Association of American Railroads announced on October 28. This was a decrease of 7,009 cars or 0.8 per cent below the preceding week, an increase of 2,057 cars or 0.2 per cent above the corresponding week last year, and a decrease of 8,286 cars or 0.9 per cent below the comparable 1941 week.

Loading of revenue freight for the week



ended October 16 totaled 912,328 cars and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, October 16			
District	1943	1942	1941
Eastern	171,990	162,592	185,621
Allegheny	192,546	183,486	196,086
Peachontas	56,115	54,724	59,363
Southern	123,709	126,544	129,441
Northwestern	149,320	148,445	146,240
Central Western	142,537	145,483	144,479
Southwestern	76,111	79,977	61,654
Total Western Districts	367,968	373,905	352,373
Total All Roads	912,328	901,251	922,884
Commodities			
Grain and grain products	61,409	50,463	37,564
Live stock	27,230	24,476	22,805
Coal	176,615	164,220	167,617
Coke	15,148	14,201	13,038
Forest products	45,121	48,472	46,317
Ore	78,293	75,807	68,808
Merchandise I.C.I.	104,162	90,962	159,285
Miscellaneous	404,350	432,650	407,450
October 16	912,328	901,251	922,874
October 9	906,276	909,250	903,877
October 2	910,643	907,286	917,896
September 25	907,311	897,427	919,794
September 18	902,766	903,099	907,969

Cumulative Total,
42 Weeks34,233,944 34,957,611 34,012,406

In Canada.—Carloadings for the week ended October 16 totaled 66,046, compared with 73,472 for the previous week (the "Thanksgiving" holiday on October 11 being the chief factor in the decline) and 69,198 for the corresponding period last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada		
Oct. 16, 1943	66,046	38,342
Oct. 9, 1943	73,472	38,092
Oct. 2, 1943	74,162	39,212
Oct. 17, 1942	69,198	35,033
Cumulative Totals for Canada		
Oct. 16, 1943	2,732,583	1,576,379
Oct. 17, 1942	2,703,327	1,418,845
Oct. 18, 1941	2,533,562	1,239,326

Motor Minimum Rate Orders Vacated by I. C. C.

After having them under suspension for two years, the Interstate Commerce Commission has now vacated its orders prescribing minimum motor carrier rates in four general proceedings. The proceedings are Ex Parte No. MC-20, Trunk Line Territory Motor Carrier Rates; Ex Parte No. MC-21, Central Territory Motor Carrier Rates; Ex Parte No. MC-22, New England Motor Carrier Rates; and Ex Parte No. MC-23, Midwestern Motor Carrier Rates.

The vacating orders also discontinue the proceedings, except the New England case which remains open with respect to those issues relating to class rates, classifications, and rules, regulation, and practices relating to the transportation of shipments of freight at class rates.

Uniform System of Accounts for Forwarders—Correction

The item "Freight Forwarder Accounts" which appeared in the *Railway Age* of October 9, page 577, reported erroneously that an Interstate Commerce Commission order of September 21 would make the uniform system of accounts for freight forwarders effective for the first time as of next Jan-

uary 1. Actually, the system became effective January 1, 1943, and the September 21 order prescribed changes effective next January 1.

The modification will make the system applicable to forwarders reporting annual gross revenues of \$100,000 more. The present system applies to those reporting \$100,000 or more in annual operating revenue, which is the revenue after payments to carriers for transportation purchased.

Favors RR. Operation of Local Air Service

(Continued from page 699)

interest for the railroads, under certain conditions, to enter the field of domestic air transportation, as such a step "would often serve to give effect to the national transportation policy which the Congress has adopted." In fact, he said, "the arbitrary exclusion of surface carriers from participation in the development of air transportation might interfere with the establishment of a genuinely national transportation system, and it might considerably interfere with the proper development of civil aviation itself."

Calling attention to the fact that railroads in recent years have engaged in highway transportation, Prof. Van Metre stated that "in so doing they are not only improving the transportation services of the railroads, but by healthy competition, in many areas, with independent highway services, they are making a genuine contribution to the further development of efficient highway transportation."

He went on to express the opinion that there may be instances where railroad ownership of highway carriers has facilitated the coordination of railroad and motor vehicle transportation, thereby creating a greater efficiency in service. And he contended that still greater coordination of transportation would be effected if the railroads were permitted to supplement their present services with service by air.

General Counsel Driscoll of the Greyhound Corporation said that if his joint-interest proposal were accepted by the air lines, competitive problems within the passenger transportation industry could be completely avoided. The railroads now have stock interests in a number of intercity bus lines, he pointed out, adding that such an arrangement in the organization of local air service would mean that the bus operators' experience in the development of local traffic, together with its facilities in most of the smaller communities, could be combined with the technical knowledge of the established air lines.

Should CAB grant Greyhound and other bus lines permission to operate helicopter air buses, he asserted, the added service will be closely integrated and coordinated with highway bus schedules and would also act as a "feeder" to transcontinental air lines.

Mr. Driscoll stated that the Greyhound Corporation would be willing to accept restrictions, if its application were granted, to prevent it from providing trunk line air service as a means of overcoming the ob-

jections of the air lines. That the bus lines are now operating in this manner, he said, is shown by the fact that less than four per cent of the intercity bus passengers today travel distances of more than 250 miles. At the present time there is no competition between bus and Pullman travel because of the difference in cost, he went on, adding that the same cost differential would always exist between air and ground transportation and would prevent any competition within the industry so far as a majority of travelers are concerned.

Other witnesses for Greyhound included Arthur M. Hill, vice-president of the Corporation; Elmo Roper, research analyst; J. L. Williams, general traffic manager; and Dr. Richard R. Mead, research consultant. Mr. Hill stated local air service should be entirely self-supporting if its development is entrusted to the nation's bus lines. The others told of surveys that had been made to determine the potential traffic for local air lines and undertook to show how such service could be integrated and coordinated with all present travel facilities.

Hearing on Pacific Export Rates Postponed

Hearings in connection with the Interstate Commerce Commission's investigation of rates, rules, and regulations applicable in connection with freight moving to Pacific Coast ports for export have been postponed from November 2 to "a date to be hereafter fixed."

This is the No. 29006 proceeding instituted by the commission upon representations of government agencies that they were precluded from using the export rates because of their inability to comply with the applicable tariff rules and regulations. The railroads offered to establish the rates desired by the government on a contract basis, provided they were not subject to land-grant deductions; but the government wanted the export rates and the land-grant deductions too.

Would Make Groups of Shippers Eligible for Assembly Rates

Rejecting contentions of the Freight Forwarders Institute, the Central States Motor Freight Bureau, and the Middle Atlantic States Motor Carrier Conference, Examiner J. Leo Haden has recommended an Interstate Commerce Commission finding to the effect that assembling rates which motor carriers are authorized to publish under Part IV of the Interstate Commerce Act are not restricted to freight forwarders, but can legally be applied to other persons or groups of persons.

The proposed report is in the I. & S. No. M-2180 proceeding, the issue arising because of Transamerican Freight Lines' proposal to apply assembling rates to shipments of a "freight consolidator" as defined in the suspended tariff.

The definition read as follows: "Freight consolidators, as referred to in this tariff, include the operation of a shipper, or a group or association of shippers, in the consolidating of freight for themselves or for members thereof, on a non-profit basis for the purpose of securing the benefit of the carload rates from Chicago, Ill., to

final destination, or applies to the operation of a warehouseman or other shipper agents in the consolidating of pool cars, whose services and responsibilities to the shipper in connection with such operations are confined to the terminal area in which such operations are performed, or others who employ or utilize the instrumentalities or services of Transamerican Freight Lines, Inc., under like conditions."

The proposed report sketches the history of section 408 which authorizes motor carriers to publish the assembling (and distribution) rates for the use of freight forwarders. It points out that these arrangements were provided by Congress as a substitute for joint-rate arrangements between forwarders and motor carriers which had been condemned by the I.C.C. In following through to his recommendation that the commission should approve the suspended tariff rule, Examiner Haden relied on that language in section 408 which makes the assembling and distribution rates "applicable to freight forwarders and others, who employ or utilize the instrumentalities or services of such common carriers under like conditions."

Infant Travel Hints

"Unless you're traveling by streamliner, a day coach is no place for a baby. There simply isn't room and there isn't equipment", suggests the current Woman's Home Companion, in an article "Toting the Baby by Rail", designed to be helpful to mothers who are today following fathers in uniform.

The authors advise mothers to look to the porters and dining-car stewards in getting to and from the diner, and in the sterilization of feeding equipment ("sometimes you can get it done even now; not always"), a detailed written procedure to follow can be given to the porter. "At any rate", they warn "don't even consider doing your own sterilizing on board the train; electric outlets on trains carry only a small current, enough to run a razor, but not enough to run a hot plate."

The use of Pullman towels is suggested to lay the baby upon in the dressing room, but sparing use of them is asked.

If a section is taken, the lower berth when made up during the day will provide "a clean safe play pen", but "with a bedroom you are apt to get better service", the authors find.

A. S. M. E. Announces Heavy Annual Meeting Program

The annual meeting of the American Society of Mechanical Engineers will be held at the Hotel Pennsylvania, New York, November 29 to December 2, inclusive. The program, which is a heavy one, includes two Railroad Division sessions on Thursday, December 2, and a joint session of the Oil and Power Division, the Railroad Division, and the Land Transportation Committee of the American Institute of Electrical Engineers on Wednesday afternoon, December 1.

The annual dinner will be at 7 p. m. on Wednesday, December 1, and the railroad luncheon at 12:30 p. m. on Thursday, December 2.

The railroad and other sessions of general interest are as follows:

Monday, November 29
8 p. m.

The Relation of Foremen to Management and to Organized Labor

The Foreman—His Past and Present, by J. E. Walters, vice-president, Personnel and Labor Relations, Revere Copper and Brass, Inc.

Union Membership and Collective Bargaining by Foremen, by Robert H. Keys, president, Foremen's Association of America.

The Foreman as a Member of Management, by Harry B. Coen, assistant to vice-president in charge of Personnel Relations, General Motors Corporation.

Ingenuity

The Psychological Setting for Inventiveness, by Elliott Dunlap Smith, professor of Economics, Yale University.

What Our Educational Institutions Can Do for the Genius, by Henry T. Heald, president, Illinois Institute of Technology.

Yankee Ingenuity in Engineering, by W. L. Merrill, engineer of works laboratory, General Electric Company.

Tuesday, November 30
2 p. m.

Postwar Planning

The Critical Period of Transition after V-Day, by John F. Fennelly, executive director, Committee for Economic Development.

Production—The Key to the Maintenance of Freedom, by Paul G. Hoffman, chairman, Committee for Economic Development, and president, The Studebaker Corporation.

Wednesday, December 1
2 p. m.

Oil and Gas Power—Railroad—Land Transportation Committee, A.I.E.E.

Factors Involved in the Selection of Railroad Motive Power, by Brig. Gen. C. D. Young, deputy director, Office of Defense Transportation. Annual dinner, 7 p. m.

Thursday, December 2
9:30 a. m.

Railroad (I)

Possibilities of New Materials to be Used in Railroad Equipment in the Postwar Period, by C. B. Bryant, engineer of tests, Southern Railway.

Passenger Cars for the Postwar Period, by Edward G. Budd, Edward S. Budd Manufacturing Company.

Report of the Committee on Survey, RR-6, by E. G. Young, professor, railway mechanical engineering, University of Illinois.

Report of the Standing Technical Committee—Locomotives, by Lawford H. Fry, director of research, Locomotive Institute.

Report of the Standing Technical Committee—Cars, by K. F. Nyström, mechanical assistant to vice-president, Chicago, Milwaukee, St. Paul & Pacific.

12:30 p. m.

Railroad luncheon.

2 p. m.

Railroad (II)

Research Possibilities in Railroad Equipment, by W. I. Cantley, mechanical engineer, Association of American Railroads.

Education of Railway Mechanical Engineers for the Postwar Period, by Roy V. Wright, managing editor, *Railway Age*.

Appraises Railroads' Post-War Prospects

(Continued from page 699)

cient work by management and supervisors in the daily operation of the carriers." Ingenuity "has been unbounded," while the cooperation between shippers and carriers has been "excellent," and the Office of Defense Transportation has done a good job too. Because of these results, Mr. Williams adds, "it is the general hope and expectation that government controls in the operating field can be minimized during the war

and direct government operation avoided."

Discussing the "capabilities of modern facilities," the study concedes that "examples are not wanting from the recent past of successful ventures in railroad enterprises." It adds, however, that such enterprising efforts "have been too scattered and incomplete to achieve full success. In the more difficult post-war era a comprehensive improvement of the major traffic routes will be essential. . . ."

The section on the railroads' place in post-war transportation develops the thought that they should specialize on movements of heavy freight in volume at low cost. Also, it is suggested that the prospective loss of business travel to the air lines might be offset by the development of "long-distance tourist trade." With respect to the financing of post-war developments, Mr. Williams thinks the government "might well undertake a large share of direct financial responsibility for certain types of major improvement," such as grade crossing eliminations and the reconstruction of bridges over navigable waterways. Moreover, he suggests that consideration be given to the idea that the government should support certain excess railroad capacity, such as alternative main routes, in the interests of national defense. Also, Mr. Williams favors tax relief which will permit railroads to accumulate reserves for deferred maintenance and improvements. And he thinks it unlikely that other forms of transport soon will be placed on a par with the railroads "through the medium of user charges sufficient to carry the government investment."

Heavy Truck Production Will Be Below Quota

The production of heavy and medium trucks and truck-trailers in the balance of 1943 is going to be below the allotment scheduled and for the first half of 1944, at least, production will continue very low, Joseph B. Eastman, director of the Office of Defense Transportation, told the American Trucking Association at its meeting at Chicago on October 20.

"Early this year," said Mr. Eastman, "we became convinced that the essential service which the trucks are giving would be seriously impaired if we did not obtain the manufacture of new trucks for domestic use. Because of the oil emergency in the eastern part of the United States, we were able to bring about the speedy construction of 1,600 tank trailers by the end of this year.

"Heavy duty buses in the number of 7,500 were authorized, plus 5,600 truck-trailers and 3,000 integral buses. I regret to say that this program has not been maintained. Our best information is that actual production this year will not exceed 1,200 integral buses, 100 heavy duty trucks and 2,500 truck trailers—far below what was wanted. In 1941 for example, the corresponding production for the same period for domestic use was 9,000 buses, 50,000 heavy duty trucks and 40,000 trailers.

"As a minimum requirement for 1944 we have asked the War Production Board for 80,000 medium and heavy trucks and 25,000

LIMA LOCOMOTIVES PLAY THEIR PART

in helping the C.&O. to move more coal



While the operating records of the Chesapeake & Ohio show that miles per serviceable freight locomotive increased by 5.4% in 1942 over the excellent showing of 1941, revenue ton-miles stepped up by 13.3%—an even clearer indication of the heavier service performed by C. & O. freight locomotives during each mile of their increased daily rounds.

A substantial part of this increased load was carried for the C. & O. by Lima-built locomotives, including the "Allegheny Type" 2-6-6-6 articulated super-power Lima steam locomotives. Twenty of these were recently delivered by Lima to the C. & O., and ten more are now being built for this railroad by the Lima Locomotive Works.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

truck trailers, plus 7,000 buses. The buses have been approved, the truck program is still pending. What will happen is beyond my control. For the next six months or so no substantial production of new trucks can be expected.

"The rubber situation is equally disturbing. There is a tremendous demand for large-size heavy-duty tires for airplanes and other military use. Prospects for enough tires of the type needed for trucks is very doubtful. So conservation remains imperative.

"The gasoline shortage remains great all over the nation now. Our claims for allotments of motor fuel for commercial vehicles have been approved by the petroleum administrator to date but this need not always remain true.

"As to manpower, I wish I could give you some assurance that you will be able to get more help or that the drain on the trucking industry will stop. I am afraid the manpower situation is going to grow somewhat worse."

I. C. Act Amendments

Various Interstate Commerce Act amendments suggested by the Interstate Commerce Commission are proposed in S.1473 which has been introduced in the Senate by Chairman Wheeler of the committee on interstate commerce.

Among the proposed changes are those which would give the commission the same emergency powers over water carriers that it now has with respect to railroads and motor carriers. Others would clarify provisions covering the commission's authority with respect to examining accounts of companies furnishing railroads with protective services to perishable freight against heat or cold, and those covering investments of

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railroad employees in freight forwarders. Finally, the bill would amend the provisions relating to the service of notice in commission proceedings, and place express companies on the same basis as railroads as to their obligations in connection with the collection of charges.

Strike in Mexico

A strike of Mexican employees of the Pullman Company in Mexico has entered its third week. The employees stopped work on October 8 to force their demands for higher wages and changes in working rules.

Congress Completes Action on Freight Tax Change

Congressional action on the bill (H. R. 3338) to amend that section of the Internal Revenue Code relating to the tax on the transportation of property was completed October 21 when the Senate adopted without amendment the measure which had previously been passed by the House. The bill now goes to the President.

It removes the existing exemption accorded non-government traffic moving over government-operated transportation agencies, such as the Federal Barge Lines and the Alaska Railroad. Also, it broadens and clarifies exemptions with respect to government property, waiving the assessment on shipments made by states or their subdivisions as well as by federal government agencies.

House Committee Favors 15 Per Cent Tax on Fares

An increase from the present 10 per cent to 15 per cent in the tax on amounts paid for passenger transportation has been approved by the House committee on ways and means

in connection with the schedule of new excise taxes which it is setting up for inclusion in the proposed new tax bill. The Treasury had recommended an increase to 25 per cent.

Supply Trade

Luther H. Atkinson has been appointed vice-president in charge of sales of the **Elastic Stop Nut Corporation**. Mr. Atkinson was formerly vice-president in charge of marketing for the **Weyerhaeuser Sales Company**, St. Paul, Minn.

The Hazard Insulated Wire Works, a division of the **Okonite Company** has received a second six-month renewal of its Army-Navy "E" award for continued production excellence in manufacturing electrical wires and cables for the armed forces.

The Elwell-Parker Electric Company is observing its 50th anniversary. The company was organized in 1893, and several years later supplied the electric motors which the Pennsylvania installed on its first baggage-handlers at Jersey City, N. J., and other terminals.

The Link-Belt Company has purchased the manufacturing plant and inventory of the **Link Belt Supply Company**, Minneapolis, Minn., authorized distributor of Link-Belt products in Minneapolis, St. Paul, Minn., and adjacent territory since 1900. **Ray S. Wood**, district manager of the Link-Belt positive drive division, with headquarters in Detroit, Mich., has been appointed plant manager.

E. A. Murray has been appointed assistant manager of the manufacturers sales department in the Chicago sales office of the **American Steel & Wire Co.**, a subsidiary of the **United States Steel Corporation**. Mr. Murray began his career with American Steel & Wire in 1934, as a sales correspondent in the manufacturers sales department in Chicago. He was transferred to St. Paul, Minn., as a salesman in 1935, and to Cleveland, Ohio, as supervisor of the priorities division of the Cleveland general sales office, in October, 1941.

William M. Ege, formerly western sales manager, has been appointed general manager of sales of the **Copperweld Steel Company** to succeed **W. J. McIlvane**, now executive vice-president. **Henry Oberle**, who has been with the **Queensborough Gas & Electric Co.**, has joined Copperweld as eastern sales manager to succeed **Paul Van Wagner**, now vice-president in charge of export sales. **P. A. Terrell** has been transferred from the company's Washington, D. C., office and appointed assistant to the executive vice-president at Glassport, Pa., and **Erich G. Elg** has been appointed western sales manager to succeed Mr. Ege.

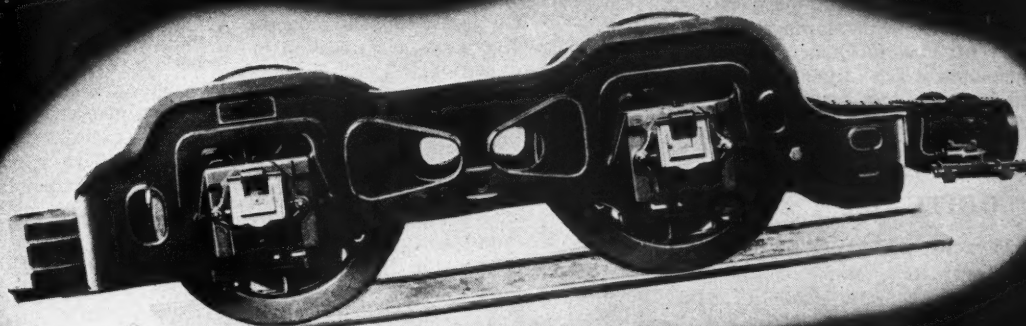
R. H. Rodolf, assistant manager of the Portable Compressor and Rock Drill division of the **Gardner-Denver Company**, Quincy, Ill., has been promoted to manager of the Pump and Compressor division to



Stowing Freight in Mocked-up European Cars at Camp Lee (Va.) Quartermaster School

In order that they may be familiar with load capacity of European cars cadets practice on a dummy built according to French specifications. Mocked-up cars of other foreign nations are also used in this practice.

LOCOMOTIVE BOOSTERS*



HAVE ADDED MILLIONS OF POUNDS OF DRAW-BAR PULL

Thousands of locomotives in war-time service have from 10,000 to 15,000 lbs more draw-bar pull to help them in starting the heavier trains and accelerating them to road speed. The Locomotive Booster supplies this power.

Here is a substantial contribution to hauling power that is helping in the achievement of new records by American railroads in the handling of the nation's war-time traffic.

*Trade Mark Reg. U. S. Pat. Off.



FRANKLIN RAILWAY SUPPLY COMPANY, INC.

**NEW YORK
CHICAGO**

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

succeed **R. J. MacFarland**, deceased. **C. M. George**, of the general sales department, has been promoted to assistant manager of this division. Mr. Rodolf's connection with the company dates back to August, 1917, when he joined the Canadian Rock Drill Company at Vancouver, B. C., then a subsidiary of the Denver Rock Drill Manufacturing Company of Denver, Colorado. In 1926, Mr. Rodolf was transferred to the St. Louis office as district manager. He continued in that capacity after the merger of the Gardner Governor Company and the Denver Rock Drill Manufacturing Company and was transferred to Quincy in 1939 as assistant manager of the Portable Compressor and Rock Drill division.

Mr. George joined the Gardner-Denver organization in Quincy in January, 1929, and with the exception of a few months spent in the armed forces with the U. S. Engineers, his service with Gardner-Denver has been continuous in Quincy. Up to his recent appointment as assistant manager of the Pump and Compressor division, Mr. George had been connected with the General Sales department.

OBITUARY

Charles Wescott Gennet, Jr., vice-president of Speery Rail Service, Chicago, died suddenly at his home in that city on October 26.

William E. Hedgecock, vice-president in charge of sales of the American Car & Foundry Co. and former purchasing agent for that company, died October 26 in New York. He was 76 years of age. Mr. Hedgecock had been associated with a. c. f. and its predecessor companies for more than 60 years. He was born in Jeffersonville, Ind., and, at the age of 14, joined the Ohio Falls Car Manufacturing Company where he was employed in various capacities and



William E. Hedgecock

finally as supply agent. When that company became part of the a. c. f. group in 1899 he was transferred to the purchasing department at St. Louis, Mo. He subsequently became purchasing agent at St. Louis and in 1918 was transferred to the company's New York office in that capacity. He was elected assistant vice-president in

charge of sales in 1923 and was placed in charge of the eastern sales district in 1925. He became acting head of the sales department in 1940 and was appointed vice-president in charge of sales in January, 1941. Mr. Hedgecock was vice-president of the American Railway Car Institute and a director of American Car & Foundry Securities Corp. and the American Car & Foundry Export Co.

Construction

LOUISVILLE & NASHVILLE.—This railroad has asked for bids for the construction of approximately 10 miles of main line, together with the necessary sidings, extending up Leatherwood creek to the mouth of Clover Fork branch, and then up Clover Fork branch to a proposed coal mine in Perry County, Kentucky. Construction of the line will entail more than a million cubic yards of excavation and the building of an 800-ft. tunnel plus a number of bridges and concrete arches. Total cost of the project is estimated at about \$2,000,000. The L. & N. expects to let contracts covering all the grading work and construction of the concrete structures, and will erect the steel bridges and construct the track with its own forces.

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.—This organization is building a telephone information and Pullman reservation room in the Union Station at St. Louis, Mo., and is rebuilding a blacksmith shop at 2818 Scott avenue, St. Louis, at a total estimated cost of \$37,000.

WAR DEPARTMENT.—The U. S. Engineer office, Omaha, Neb., has awarded a contract, amounting to about \$40,000, to Owen Mann, Rapid City, S. D., for the removing, relocating and extending of a spur track in Nebraska.

WAR DEPARTMENT.—The U. S. Engineer office, Chicago, has awarded a contract, amounting to about \$70,000, to the Miller-Davis Company, Kalamazoo, Mich., for the construction of a railroad spur and siding in Michigan. The U. S. Engineer office, Denver, Colo., has awarded a contract, amounting to about \$90,000, to E. B. Jones, Jr., Denver, for the construction of a temporary frame building, a railroad spur track and roads in Colorado.

Equipment and Supplies

IRON AND STEEL

The **READING** has placed an order for 800 tons of rail with the Bethlehem Steel Company.

The **NEW YORK, ONTARIO & WESTERN** has ordered 1,760 tons of rails for 1944 delivery from the Bethlehem Steel Company.

Financial

CHICAGO & NORTH WESTERN.—*Reorganization.*—This company was granted permission by the federal district court at Chicago on October 26 to appeal to the United States Supreme Court from a decree of October 6 which dismissed a bill of complaint asking that a three-judge court order the Interstate Commerce Commission to reopen the North Western's reorganization proceedings. The decree was entered after the special court decided it was without jurisdiction. The taking of the appeal is the latest in a series of attempts by the railroad to obtain a review of its reorganization proceedings in the light of improved earnings.

CHICAGO, ROCK ISLAND & PACIFIC.—*Purchase of Peoria & Bureau Valley.*—The Chicago, Rock Island & Pacific, on October 25, asked the federal district court at Chicago for permission to purchase, in the open market, the 15,000 shares of outstanding capital stock of the Peoria & Bureau Valley, a standard-gage line extending 47 mi. from Peoria to a connection with the Rock Island at Bureau, Ill. The company is leased in perpetuity to the Rock Island which own 100 shares of stock.

DENVER & RIO GRANDE WESTERN.—*Reorganization.*—The federal district court at Denver, Colo., on October 25, gave final approval to the reorganization plan of the Denver & Rio Grande Western. The court will authorize the start of the reorganization program as soon as two-thirds of the creditors approve the plan. When the reorganization is affirmed, the bondholders of the Denver & Salt Lake will be asked to approve a consolidation of the two roads. Under the reorganization plan, the fourth submitted since the railroad went into receivership in November, 1935, the capitalization will amount to approximately \$155,000,000, compared with the old figure of \$200,000,000. The plan provides that the Denver & Rio Grande Western, the Denver & Salt Lake, and the Denver & Salt Lake Western (Dotsero cut off), may either be consolidated or operated separately. Their operation in a combined form has already been assured by leases affirmed by the court and the I. C. C.

FLORIDA EAST COAST.—*Reorganization Plan Returned to I. C. C.*—On October 19, the United States district court at Jacksonville, Fla., ordered the plan of reorganization of this road returned to the Interstate Commerce Commission for further consideration. It was held that because of changed conditions and the large accumulation of unallocated cash, which may exceed \$18,000,000 at December 31, the plan does not afford due recognition of the rights of security holders.

GULF, MOBILE & OHIO.—*New Director Elected.*—William H. Bixby, an investment banker of St. Louis, Mo., was elected a director of the Gulf, Mobile & Ohio at a meeting of the railroad board at St. Louis on September 22.

HOBOKEN MANUFACTURERS.—*Ratification of Trustee.*—Forrest S. Smith, an at-

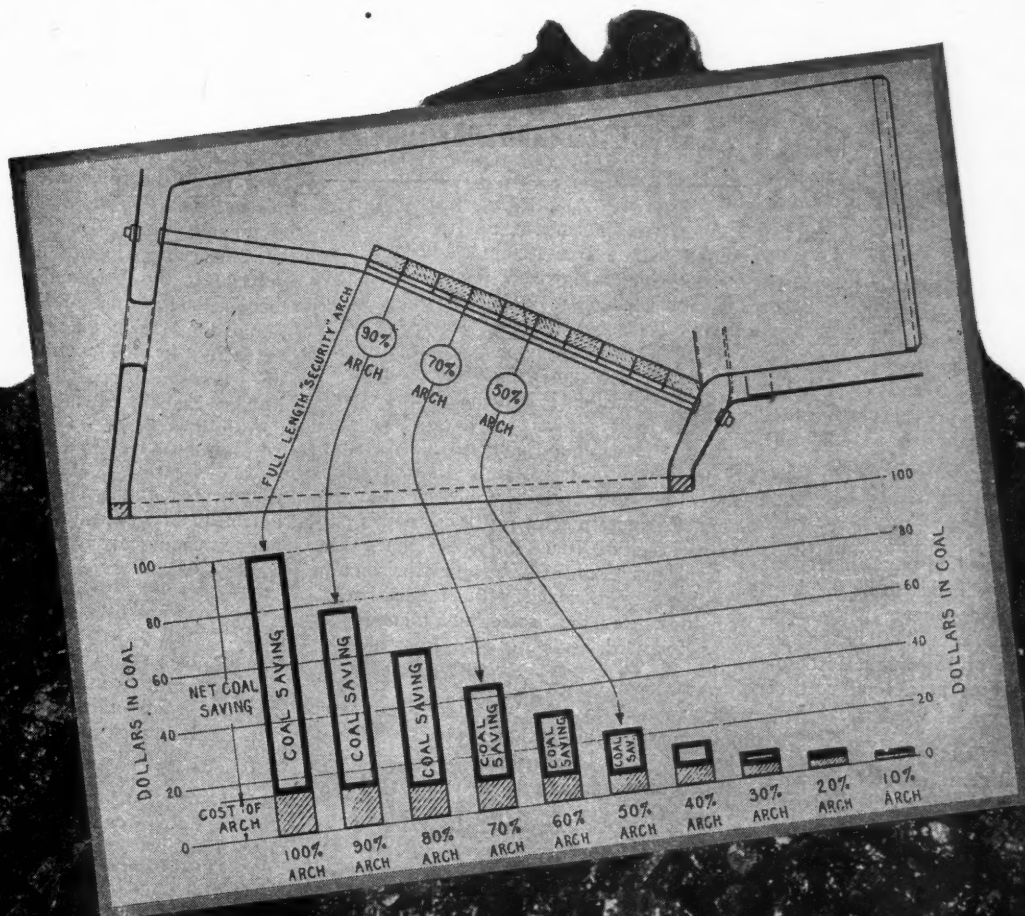
KEEP FUEL-BURNING EFFICIENCY AT A MAXIMUM

Every railroad man is conscious of the wartime importance of each pound of coal.

To make it yield its utmost in steam production is imperative. This is one of the functions of the Security Sectional Arch.

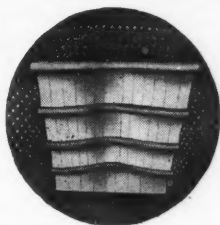
But only a complete arch can achieve the maximum in results. Hence the importance of having full length arches in all locomotives.

This is one sure way of stepping up fuel-burning efficiency.



**HARBISON-WALKER
REFRACTORIES CO.**

Refractory Specialists



**AMERICAN ARCH CO.
INCORPORATED**

60 EAST 42nd STREET, NEW YORK, N. Y.

*Locomotive Combustion
Specialists*

torney of Jersey City, N. J., has petitioned the Interstate Commerce Commission for ratification of his appointment as trustee of this road.

KANSAS CITY SOUTHERN.—Merger of Subsidiaries.—The Interstate Commerce Commission, Division 4, has approved the merger into this company of the properties of its subsidiary, the Texarkana & Fort Smith. The same decision authorizes the K.C.S. to assume liability for principal and interest on \$10,000,000 of the subsidiary's first mortgage 5½ per cent gold bonds, series A, and its joint obligations with respect to \$1,500,000 of Texarkana Union Station 5 per cent trust certificates, series A. As requested by the applicant, the commission's decision affords relief from Texas laws when it stipulates that the K.C.S. shall not be required either directly or indirectly to maintain any general offices, machine shops, roundhouses, terminal facilities, or public offices on the lines of railroad now owned by the T. & F.S. at any particular place, regardless of present or previous locations.

LOUISVILLE & NASHVILLE.—Bond Redemption.—The L. & N. has called for the redemption, on January 1, 1944, of \$6,000,000 of its unified mortgage 3½ per cent bonds, due January 1, 1950, at 102 and interest.

NEW YORK, CHICAGO & ST. LOUIS.—Equipment Trust Certificates.—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$2,025,000 of serial equipment trust certificates of 1943. The certificates would be dated November 15, 1943, and would mature in 15 annual installments of \$135,000 each from November 15, 1944, to November 15, 1958, inclusive. They would bear interest at a rate (not to exceed three per cent) to be named by the successful bidder for the issue—all bids to be not less than 99 per cent of aggregate par value. The proceeds would be used to finance in part the acquisition of 15 freight locomotives of the 2-8-4 type at a total cost of \$2,608,943.95.

SEABOARD AIR LINE.—Reorganization Hearing.—At the hearing on recommendations for reorganization of the Seaboard Air Line, L. R. Powell, Jr., a co-receiver, testified that the railroad expected to have \$20,000,000 in free cash available by December 31, of which about \$15,000,000 could be applied to the road's \$30,000,000 of obligations. A committee of first and consolidated mortgage bondholders proposed that the cash be used to pay \$12,841,000 of receivers' certificates while the underlying bondholders' committee contended that unpaid interest accruing over several years should be paid to the underlying bondholders. The hearing is taking place in Baltimore, Md., before federal district judge W. Calvin Chestnut.

WABASH.—Promissory Notes.—This road has applied to the Interstate Commerce Commission for authority to issue promissory notes in the amount of \$230,303.66 as evidence of but not in payment for the unpaid principal under conditional-

sale and lease agreements whereby the applicant acquired five Diesel-electric switching locomotives during the period from June 2, 1941, to March 21, 1942. The notes would bear interest at 1.6 per cent and mature in monthly installments.

Average Prices Stocks and Bonds

	Oct. 26	Last week	Last year
Average price of 20 representative railway stocks...	37.74	37.62	29.68
Average price of 20 representative railway bonds...	80.33	80.00	68.53

Dividends Declared

Chesapeake & Ohio.—Stock Dividend, (one-tenth share of new 3¼ per cent preferred for each share held. Subject to the approval of the S. E. C.) Payable December 1 to holders of record November 1.

Erie.—50¢, on common and certificates of beneficial interest, payable December 15 to holders of record November 30.

Morris & Essex Extension.—Guaranteed, \$2.00, semi-annually, payable November 1 to holders of record October 25.

Passaic & Delaware Extension.—Guaranteed, \$2.00, semi-annually, payable November 1 to holders of record October 25.

Western Maryland.—1st preferred, \$7.00, payable November 20 to holders of record November 1.

Abandonments

ATCHISON, TOPEKA & SANTA FE.—Division 4 of the Interstate Commerce Commission has authorized this company to abandon a segment of a branch line from Virgil, Kans., to Benedict Junction, about 30 miles, and a segment from a point near Eureka, Kans., to Moline, about 34 miles, but has denied the application with respect to segments of these lines between Virgil and Emporia and between a point near Eureka and Madison Junction, thus substantially following the examiner's supplemental report (see this column, issue of June 5, page 1154). The "usual practice" of reserving jurisdiction for 2 years to consider the imposition of conditions for the protection of employees was followed.

ATLANTIC COAST LINE.—This company has applied to the Interstate Commerce Commission for authority to abandon a branch from Otisca, Ga., to Amsterdam, 10.35 miles.

CENTRAL INDIANA.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon its line from a point near Lebanon, Ind., to Advance, 8.27 miles, retaining jurisdiction for 2 years to protect employees who may be adversely affected.

CHICAGO, ATTICA & SOUTHERN.—Dulien Steel Products, Inc., owner of the physical property of this road, has filed a supplemental application with the Interstate Commerce Commission in support of its agent's application for authority to abandon the entire line, as reported in this column in the issue of October 16, page 623.

LEHIGH VALLEY-READING.—These two roads, joint lessees of the Ironton, have joined with the latter in an application seeking authority from the Interstate Commerce Commission to abandon and abandon

operation of the Ironton's 2.95-mile Siegersville branch in Lehigh County, Pa.

CHICAGO, BURLINGTON & QUINCY.—Division 4 of the Interstate Commerce Commission has authorized this company to abandon a branch line from Englewood, S. D., to Trojan, 6.43 miles.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon a segment of its Hanford branch from a point near Vernita, Wash., to Hanford, 25.1 miles.

CHICAGO & NORTH WESTERN.—This road has applied to the Interstate Commerce Commission for authority to abandon a 24.4-mile branch line extending from Winde, Mich., to Ladoga.

NEW YORK CENTRAL.—This road has applied to the Interstate Commerce Commission for permission to abandon a 686-ft. section of its Valley branch in Dunkirk, N. Y. The line, which reaches the passenger station, has not been used since passenger service was abandoned in June, 1937.

PENNSYLVANIA.—This road has been authorized by the Interstate Commerce Commission, Division 4, to abandon 3.42 miles of branch lines in Cambria, Clearfield, and Westmoreland counties, Pa. The lines involved are the Fallon Timber branch extending 0.93 mi. out of Glasgow; that portion of the Moshannon and Clearfield branch extending from Houtzdale to the end of line, 0.52 mi.; and that portion of the Manor branch extending from Harrison City to a point near Claridge, 1.97 mi.

RAY & GILA VALLEY.—The Interstate Commerce Commission, Division 4, has authorized this road to abandon its entire line extending from Ray Junction, Ariz., to Ray, 6.6 miles.

READING.—This road and the Mine Hill & Schuylkill Haven have been authorized by the Interstate Commerce Commission, Division 4, to abandon operation of and abandon a 2.06-mile portion of the latter's Mt. Eagle branch in Schuylkill County, Pa.

SOUTHERN PACIFIC.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon its branch line from Truckee, Calif., to Lake Tahoe, 14.2 miles.

SOUTHERN PACIFIC.—This road and the El Paso & Southwestern, lessor, have been authorized by Division 4 of the Interstate Commerce Commission to abandon operation of and to abandon, respectively, a line from Carrizozo Junction, N. M., to Capitán, 20.52 miles, retaining jurisdiction for 2 years to protect the rights of employees who may be adversely affected.

WAR RATION BOOK 4 and the new gas ration coupons are being handled almost exclusively by the Railway Express Agency. This assignment involves the movement of 130,000 packages, averaging 30 lb. in weight, with deliveries to 5,600 points throughout the country.

**Feedwater Heaters that provide the highest
heat recovery per unit of weight and cost**

**...Elesco EXHAUST STEAM
INJECTORS (AN OPEN TYPE OF
FEEDWATER HEATER)**



**SUPERHEATERS • FEEDWATER HEATERS
AMERICAN THROTTLES • STEAM DRYERS
EXHAUST STEAM INJECTORS • PYROMETERS**

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C O M P A N Y**

**Representative of
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122 S. Michigan Blvd., CHICAGO**

**Montreal, Canada
THE SUPERHEATER COMPANY, LTD.**

Railway Officers

EXECUTIVE

C. A. Knowles, valuation engineer of the Chesapeake & Ohio with headquarters at Richmond, Va., has been appointed assistant to the vice-president of that company with headquarters at Richmond.

Frederic E. Lyford, trustee of the New York, Ontario & Western, who has been absent from this country since July on a mission for the government in the Portuguese African colonies, has returned to his duties with the O. & W.

FINANCIAL, LEGAL AND ACCOUNTING

Forrest W. Graham, whose promotion to general claim agent of the Duluth, Missabe & Iron Range, with headquarters at Duluth, Minn., was reported in the *Railway Age* of October 16, was born at Halton,



Forrest W. Graham

Ind., on September 20, 1911, and graduated from Indiana University in 1933. For a short time he worked for the Retail Credit Company, Minneapolis, and for the Chevrolet Commercial Body Company, Minneapolis, and later he went with the General Motors Corporation. From 1933 to 1941 Mr. Graham was employed by several subsidiaries of General Motors in various capacities, including underwriter, adjuster and resident manager. He entered railway service on October 1, 1941, in the claim department of the D. M. & I. R., working in various capacities until October 1 when he was promoted to his present position.

R. E. Thompson, assistant tax agent of the Central of New Jersey with headquarters at Jersey City, N. J., has been appointed property manager in charge of all real estate, tax and valuation matters. He succeeds **Willard W. James**, who has resigned. **R. C. Slack**, assistant real estate agent at Jersey City, has been named real estate agent. Mr. Thompson was born on

February 13, 1899, at Olympia, Wash., and was educated at the College of Puget Sound at Tacoma, Wash. He entered railroad service in September, 1919, in the district engineer's department of the Chicago, Milwaukee & St. Paul (now Chicago, Milwaukee



R. E. Thompson

St. Paul & Pacific) at Seattle, Wash. This was followed by a short period in the valuation department of the Chicago, Burlington & Quincy at Chicago. Mr. Thompson joined the Central of New Jersey in October, 1921, with a position in the valuation department, where he served until October, 1927. At that time he became an appraiser of the Bureau of Valuation, Interstate Commerce Commission, returning to the Central of New Jersey in 1933 as assistant tax agent in charge of property tax matters. This position he held until his recent appointment as property manager with headquarters at Jersey City.

Mr. Slack entered the service of the Central of New Jersey on September 19, 1911, in the operating department. On March 17, 1920, he was transferred to the real estate and tax department at New York. He was appointed assistant real



R. C. Slack

estate agent with headquarters at Jersey City on June 1, 1928. Mr. Slack served in this position until his recent appointment as real estate agent with headquarters at Jersey City.

Robert A. Burford, accounting agent for the New York office of the Canadian Pacific, has retired after 42 years service with that company.

Herman P. Klinsman has been appointed freight claim agent of the Central of New Jersey with headquarters at New York, succeeding **Charles H. Diamond**, who has resigned from that position.

Willard W. James, real estate agent of the Reading, and real estate and tax agent and valuation engineer of the Central of New Jersey, has resigned from his position with the Central of New Jersey after 40 years' service, in order to devote his full time to his duties on the Reading.

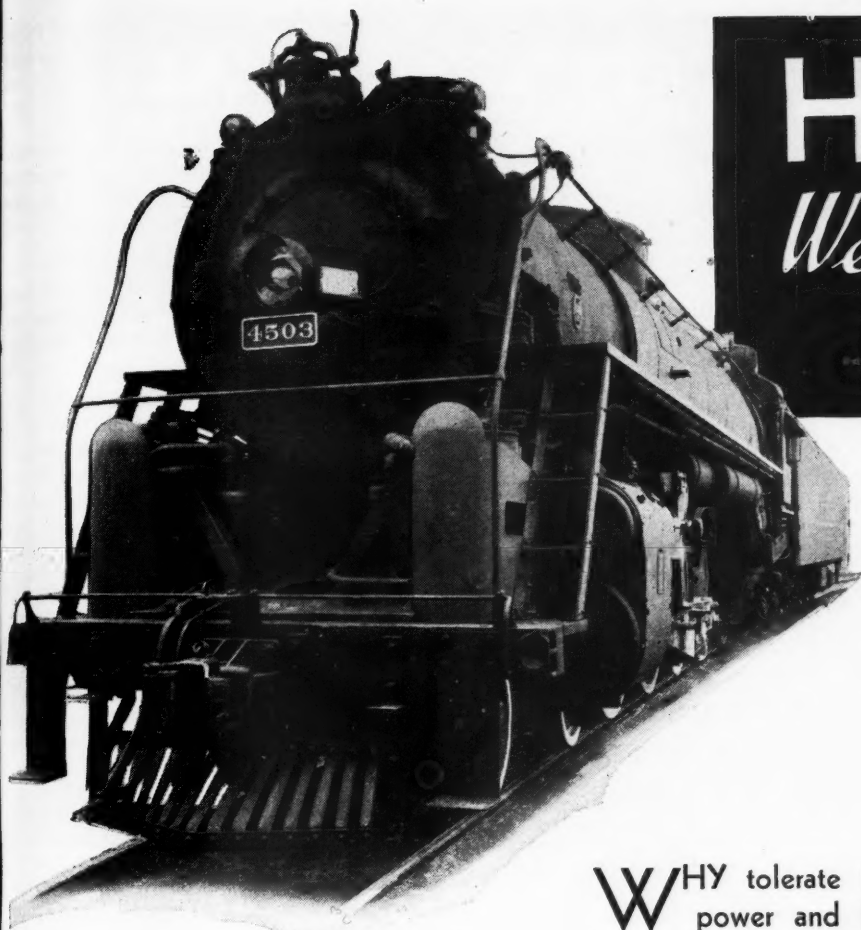
Thomas Lewis Preston, general solicitor of the Chesapeake & Ohio, with headquarters at Richmond, Va., has been appointed general solicitor for the receivers of the Seaboard Air Line with headquarters at Norfolk, Va., succeeding **Joseph F. Johnston**, who has resigned from that position to serve as a captain in the United States Army. Mr. Preston was born on



Thomas Lewis Preston

October 25, 1897, at Richmond. He was graduated from the University of Virginia with a B.S. degree in 1918, and received his B.L.L. degree from that institution in 1922. In December, 1918, he was commissioned second lieutenant, field artillery, R.O.T.C., Camp Zachary Taylor, Kentucky, and attended Harvard Medical School from January to September, 1919. Mr. Preston entered railroad service on March 1, 1928, as an attorney of the Chesapeake & Ohio. He served in this capacity until July, 1933, when he became assistant general solicitor of that road. He was appointed general solicitor of the Chesapeake & Ohio in March, 1938, holding that position until his recent appointment as general solicitor for the receivers of the Seaboard Air Line, with headquarters at Norfolk.

In the "Railway Officers" columns of the *Railway Age* of October 16, page 625, in an announcement regarding the appointment of **Walter L. Price** as comptroller of the Baltimore & Ohio, it was stated that Mr. Price succeeded **Joseph P. O'Malley**, retiring from active duty after 46 years of



H S G I

Wear Resisting

PARTS

Reduce Fuel Costs

WHY tolerate leaks and blows which waste power and fuel? Why not make every bit of steam which flows through the dry pipes do full duty behind the pistons.

Application of HUNT-SPILLER *Air Furnace Gun Iron* Bushings, Bull Rings and Duplex Sectional Packing Rings in the valves and cylinders will eliminate these losses.

The resistance of H S G I parts to frictional wear and high superheat temperatures will save your road thousands of dollars annually by preventing the waste of fuel and expensive maintenance.

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Cylinder Bushings
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 for Cylinders and Valves
 (Duplex Springs for Above)
 Sectional Packing
 Cylinder Snap Rings
 Valve Rings, All Shapes
 Light Weight Valves
 Cylinder Liners and Pistons
 for Diesel Service

HUNT-SPILLER GUN IRON

Air Furnace

service. Mr. O'Malley retired on November 30, 1941.

OPERATING

J. G. MacLachlan, superintendent and district engineer of the Hudson Bay (a subsidiary of the Canadian National), has been promoted to manager, with headquarters as before at The Pas, Man.

John S. Swan, assistant trainmaster of the Louisville & Nashville at Knoxville, Tenn., has been promoted to fuel conservation engineer, with headquarters at Louisville, Ky.

W. K. Hannum, night general yardmaster of the Los Angeles division of the Southern Pacific, has been promoted to terminal trainmaster of the Los Angeles division, with headquarters as before at Colton, Calif. **W. G. Currier**, general yardmaster, has been promoted to terminal trainmaster, with headquarters as before at Tuscon, Ariz., a newly-created position.

I. E. Clary, trainmaster of the Great Northern at Seattle, Wash., has been promoted to superintendent of the Spokane division, with headquarters at Spokane, Wash., succeeding **I. E. Manion**, whose promotion to general manager of the Great Northern Lines west of Williston, N. D., was reported in the *Railway Age* of October 2.

TRAFFIC

C. J. Restall has been appointed general agent of the Grand Trunk Western with headquarters at Memphis, Tenn., succeeding **W. T. Page**, who has retired after 32 years of service.

Matthew A. Murphy, whose promotion to general freight agent of the Panhandle & Santa Fe, with headquarters at Amarillo, Tex., was reported in the *Railway Age* of



Matthew A. Murphy

October 9, was born at Pittsburgh, Pa., on August 6, 1902, and entered railway service in 1925 in the passenger department of the Atchison, Topeka & Santa Fe at Detroit, Mich., and later served in the general freight agent's office at that point. In 1935

he was advanced to city freight agent, with headquarters at Peoria, Ill., and in 1937 he was promoted to traveling freight agent at Boston, Mass., later being advanced to general agent at Minneapolis, Minn. He held that position until his new appointment, effective October 1.

A. E. Storey, special passenger representative of the Canadian National and secretary of The Water Lines Passenger Traffic Committee of the United States and Canada, has retired from his position in accordance with the pension rules of the Canadian National after more than forty years of service in the passenger traffic department.

W. F. Stewart has been appointed general agent of the Savannah & Atlanta at Savannah, Ga. **H. R. Morgan** has been named general agent of that road at Jacksonville, Fla.; **J. F. Slowey** has been appointed general agent at Nashville, Tenn.; and **W. W. Smith** will serve as general agent at Savannah, Ga. These appointments are effective November 1.

ENGINEERING & SIGNALING

E. J. Goodale has been appointed valuation engineer of the Central of New Jersey with headquarters at Jersey City, N. J. Mr.



E. J. Goodale

Goodale was graduated from Syracuse University in 1913 with a degree in civil engineering. In May, 1920, he entered the service of the Central of New Jersey in the valuation department. He has since held various positions in that department and in the real estate and tax department, primarily in charge of valuation matters including insurance valuations and depreciation studies.

SPECIAL

J. R. Thorne has been appointed assistant chief of personnel of the Seaboard Air Line, with headquarters at Norfolk, Va.

William L. Eubank, captain of police of the Southern at Charleston, S. C., has been promoted to the position of inspector of that road with headquarters at Washington, D. C. **Frank L. Smith**, inspector at Wash-

ington, has been appointed captain of police at Cincinnati, Ohio.

OBITUARY

J. K. Duncan, assistant superintendent of the Texas Electric, with headquarters at Waco, Tex., died at that city on September 22, following a heart attack.

John C. McClure, who retired in 1925 as assistant to the president of the Southern Pacific in Mexico, with headquarters at Tucson, Ariz., died recently at his home in Altadena, Cal.

Louis M. Grice, auditor of passenger traffic of the Baltimore & Ohio with headquarters at Baltimore, Md., died October 20 at his home. He was born on December 15, 1868, at Baltimore, and entered the service of the Baltimore & Ohio on January 1, 1883, as a clerk in the accounting department. He was transferred in February, 1897, to the office of the auditor of passenger receipts, and became chief clerk in October, 1902. On March 1, 1920, he was promoted to assistant auditor. On September 16, 1932, he was appointed auditor of passenger traffic at Baltimore, the position which he held at the time of his death.

E. J. Hanson, freight traffic manager of the Union Pacific, with headquarters at Omaha, Neb., died in that city on October 21, after an illness of one week. Mr. Hanson was born at Buckley, Ill., on October 23, 1889, and entered railway service with the Union Pacific in 1905 as a clerk in the freight office at Salt Lake City, Utah. In December, 1909, he was appointed freight agent at that point, and in February, 1912, he was appointed contracting freight agent at Salt Lake City. In August, 1919, he was appointed reparations clerk, and in March, 1920, he was promoted to general agent in the freight department at Salt Lake City. Mr. Hanson was appointed general agent, refrigerator service, with headquarters at Omaha, in September, 1925, and in Febru-

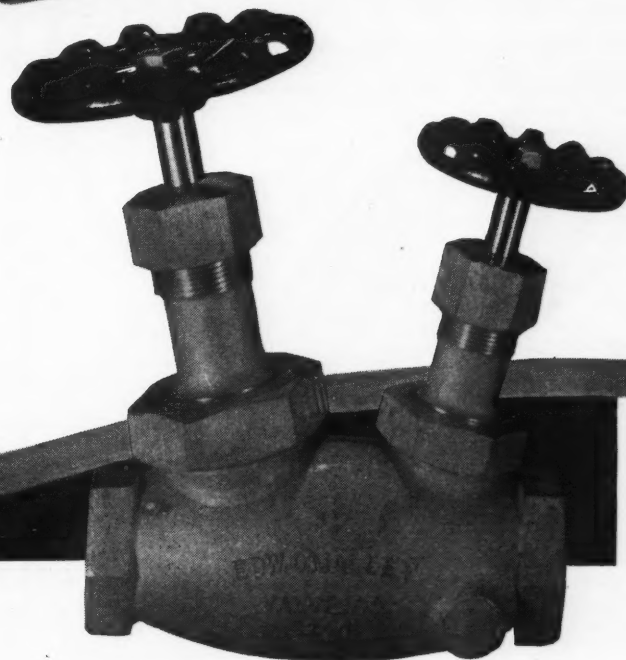


E. J. Hanson

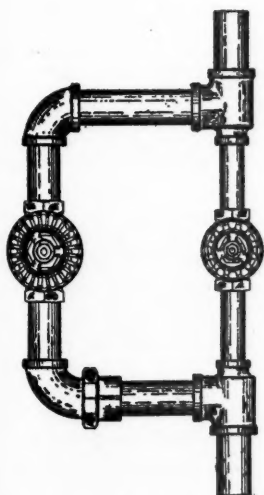
ary, 1927, he was advanced to assistant to the freight traffic manager at Omaha. In July, 1929, he was promoted to assistant freight traffic manager at Omaha, and in February, 1940, he was advanced to the position he held at the time of his death.

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Style No. 770 — A. A. R. Trimmings
Adaptable for Both 1" and 1 1/4" Pipe Sizes



The two separate valves and ten fittings here shown are eliminated by the Dual Stoker Valve

ON more than thirty leading railroads Dual Stoker Valves are today proving themselves as outstanding time- and labor-savers and capable of rendering economical and enduring service under most exacting peak traffic conditions.

The Dual Stoker Valve is designed for use on locomotives equipped with mechanical stokers. It comprises two valves in one body; one 3/4" Operating Valve and 1 1/4" Booster Valve, and is designed to replace numerous excess valves and fittings, all of which, being standard stock, can be used in other services.

Get complete data now about this efficient one-unit dual stoker valve. It will help you save time in labor and assembly and greatly simplify operation.

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New York, N. Y.

231 East 95th St.,
CHICAGO, ILLINOIS

Western Representative
Joseph Sinkler, Inc.,
122 So. Michigan Blvd.,
Chicago, Illinois

Operating Revenues and Operating Expenses of Class I Steam Railways

FOR THE MONTH OF AUGUST, 1943 AND 1942

Item	United States		Eastern District		Southern District		Western District	
	1943	1942	1943	1942	1943	1942	1943	1942
Miles of road operated at close of month	229,300	230,805	56,267	56,717	43,422	43,669	129,611	130,419
Revenues:								
Freight	\$585,643,662	\$537,411,800	\$230,773,258	\$212,670,780	\$106,355,174	\$101,379,051	\$248,515,230	\$223,361,969
Passenger	161,971,338	103,463,192	67,768,867	49,177,831	31,723,522	20,169,909	62,478,949	34,115,452
Mail	9,965,049	8,742,476	3,335,187	3,136,118	1,927,885	1,555,468	4,701,977	4,030,890
Express	10,421,341	7,684,026	3,373,121	2,953,303	1,161,000	1,032,398	5,887,220	3,698,325
All other operating revenues	32,231,343	26,505,284	13,934,359	11,951,478	3,950,335	3,244,610	14,346,649	11,309,196
Railway operating revenues	800,232,733	683,806,778	319,184,792	279,909,510	145,117,916	127,381,436	335,930,025	276,515,832
Expenses:								
Maintenance of way and structures	96,883,797	77,248,454	36,910,287	32,508,037	15,250,252	12,201,192	44,723,258	32,539,225
Maintenance of equipment	117,100,858	102,782,140	49,018,012	45,253,838	21,857,430	19,940,954	46,225,416	37,587,348
Traffic	10,356,168	9,529,713	3,774,610	3,458,663	2,034,549	1,850,087	4,547,009	4,220,963
Transportation—Rail line	219,299,817	189,827,750	97,034,816	85,265,295	37,071,087	32,237,509	85,193,914	72,324,946
Transportation—Water line	56	1,159	.....	.....	.....	.....	56	1,159
Miscellaneous operations	9,095,854	6,966,403	3,198,790	2,698,947	1,460,482	1,078,406	4,436,582	3,189,050
General	14,550,967	12,936,684	5,712,635	5,189,438	2,958,132	2,480,106	5,880,200	5,267,140
Railway operating expenses	**467,287,517	399,292,303	195,649,150	174,374,218	80,631,932	69,788,254	191,006,435	155,129,831
Net revenue from railway operations	332,945,216	284,514,475	123,535,642	105,535,292	64,485,984	57,593,182	144,923,590	121,386,001
Railway tax accruals	191,720,660	132,228,756	69,627,300	46,580,236	41,533,950	34,433,591	80,559,410	51,214,929
Railway operating income	141,224,556	152,285,719	53,908,342	58,955,056	22,952,034	23,159,591	64,364,180	70,171,072
Equipment rents—Dr. balance	13,079,666	12,955,925	5,498,373	6,138,756	265,778	591,020	7,315,515	6,226,149
Joint facility rent—Dr. balance	3,583,400	3,400,852	1,876,723	1,743,310	456,003	439,868	1,250,674	1,217,674
Net railway operating income	124,561,490	135,928,942	46,533,246	51,072,990	22,230,253	22,128,703	55,797,991	62,727,249
Ratio of expenses to revenue (per cent)	58.4	58.4	61.3	62.3	55.6	54.8	56.9	56.1
Depreciation—Way and structures	8,772,404	5,290,355	3,757,768	3,518,853	1,491,314	493,555	3,523,322	1,277,947
Deferred maintenance—Way and structures	793,438	80,361	80,269	33,361	d 5,388	.....	718,557	47,000
Amortization of Defense projects—Road	950,922	366,907	363,092	107,331	147,746	49,879	440,084	209,697
Depreciation—Equipment	17,715,235	17,575,151	7,528,882	7,635,229	3,646,291	3,434,566	6,540,062	6,505,356
Amortization of Defense projects—Equipment	10,155,248	7,315,080	3,475,985	2,357,875	2,258,522	2,096,911	4,420,741	2,860,294
Deferred maintenance—Equipment	160,872	.....	5,334	.....	d 4,865	.....	160,403	.....
Major repairs—Equipment	150,000	.....	.....	.....	.....	.....	150,000	.....
Payroll taxes	17,487,840	14,897,893	7,427,924	6,451,794	2,962,550	2,586,215	7,097,366	5,859,884
Federal income taxes*	147,325,875	94,400,222	49,897,791	30,023,731	33,395,559	27,130,992	64,032,525	37,245,499
All other taxes	26,906,945	22,930,641	12,301,585	10,104,711	5,175,841	4,716,384	9,429,519	8,109,546

FOR EIGHT MONTHS ENDED WITH AUGUST, 1943 AND 1942

Item	United States		Eastern District		Southern District		Western District	
	1943	1942	1943	1942	1943	1942	1943	1942
Miles of road operated at close of month	229,321	231,231	56,327	56,756	43,447	43,831	129,547	130,644
Revenues:								
Freight	\$4,474,002,740	\$3,743,659,405	\$1,758,957,018	\$1,542,323,481	\$863,148,958	\$735,075,901	\$1,851,896,764	\$1,466,260,023
Passenger	1,067,786,516	587,681,025	433,273,674	281,861,230	220,049,992	112,611,250	414,462,850	193,208,545
Mail	78,395,653	69,897,852	27,362,053	25,452,203	14,266,105	12,506,545	36,767,495	31,939,104
Express	82,474,932	55,159,898	27,985,271	19,605,123	12,349,886	9,054,707	42,139,775	26,500,068
All other operating revenues	235,426,406	173,349,165	103,939,248	81,471,304	30,932,421	22,304,986	100,554,737	69,572,875
Railway operating revenues	5,938,086,247	4,629,747,345	2,351,517,264	1,950,713,341	1,140,747,362	891,553,389	2,445,821,621	1,787,480,615
Expenses:								
Maintenance of way and structures	679,500,346	500,722,600	260,191,632	203,442,039	119,241,049	86,899,638	300,067,665	210,380,923
Maintenance of equipment	908,951,360	785,981,982	388,052,319	353,561,327	170,756,791	150,543,064	350,142,250	281,877,591
Traffic	82,466,144	77,485,726	30,150,939	28,092,955	15,986,426	15,313,108	36,328,779	34,079,663
Transportation—Rail line	1,708,984,971	1,434,512,328	769,506,301	656,375,274	292,040,367	244,682,966	647,438,303	533,454,088
Transportation—Water line	12,210	21,726	.....	.....	.....	.....	12,210	21,726
Miscellaneous operations	67,809,965	45,013,944	24,410,846	18,223,459	11,044,504	7,287,410	32,354,615	19,503,075
General	116,779,916	103,293,385	47,236,352	41,547,167	23,205,953	19,831,444	46,337,611	41,914,774
Railway operating expenses	†3,564,504,912	2,947,031,691	1,519,548,389	1,301,242,221	632,275,090	524,557,630	1,412,681,433	1,121,231,840
Net revenue from railway operations	2,373,581,335	1,682,715,654	831,968,875	649,471,120	508,472,272	366,995,759	1,033,140,188	666,248,775
Railway tax accruals	1,296,615,752	745,726,990	440,753,454	288,422,609	308,056,458	193,537,757	547,805,840	263,766,624
Railway operating income	1,076,965,583	936,988,664	391,215,421	361,048,511	200,415,814	173,458,002	485,334,348	402,482,151
Equipment rents—Dr. balance	101,566,075	90,567,888	41,845,619	44,635,997	7,483,369	5,309,094	52,237,087	40,622,797
Joint facility rent—Dr. balance	27,315,814	25,182,768	13,828,839	13,374,454	3,335,051	2,824,674	10,151,924	8,983,640
Net railway operating income	948,083,694	821,238,008	335,540,963	303,038,060	189,597,394	165,324,234	422,945,337	352,875,714
Ratio of expenses to revenue (per cent)	60.0	63.7	64.6	66.7	55.4	58.8	57.8	62.7
Depreciation—Way and structures	70,399,731	22,700,994	30,274,445	13,722,851	11,792,657	3,924,226	28,332,629	5,053,917
Deferred maintenance—Way and structures	305,475	160,722	d 93,309	66,722	d 40,273	.....	439,057	94,000
Amortization of Defense projects—Road	6,143,465	2,189,495	2,062,033	581,817	1,086,004	285,396	2,995,428	1,322,282
Depreciation—Equipment	140,117,996	137,756,543	59,518,633	58,900,781	28,731,964	27,838,962	51,867,399	51,016,800
Amortization of Defense projects—Equipment	82,617,097	46,532,378	28,935,616	15,426,766	19,303,750	12,519,478	34,377,731	18,586,134
Deferred maintenance—Equipment	d 208,407	.....	10,668	.....	d 46,914	.....	d 172,161	.....
Major repairs—Equipment	1,150,000	.....	.....	.....	.....	.....	1,150,000	.....
Payroll taxes	132,132,343	110,678,469	56,311,507	48,640,377	23,135,113	19,555,693	52,685,723	42,482,399
Federal income taxes*	959,076,614	460,842,085	293,233,905	163,083,177	244,764,725	139,430,023	421,077,984	158,328,885
All other taxes	205,406,795	174,206,436	91,208,042	76,699,055	40,156,620	34,552,041	74,042,133	62,955,340

* Includes income tax, surtax, and excess-profits tax.

d Decrease, deficit, or other reverse items.

** Includes \$2,044,509 accrued in anticipation of major wage awards.

† Includes \$45,268,821 accrued in anticipation of major wage awards.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.



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Shortest of all is copper, and officials say this critical shortage will continue for the

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Freight Operating Statistics of Large Steam Railways—

Region, road, and year	Miles of road operated	Train-miles	Locomotive-miles		Car-miles		Ton-miles (thousands)		Road locos. on line					
			Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net-rev. and non-rev.	Serviceable		B. O.	Per cent B. O.		
									Unstored	Stored				
New England Region:														
Boston & Albany.....1943	362	169,934	210,706	38,645	4,423	61.7	299,254	127,171	79	4	11	11.7		
1942	362	214,894	266,364	56,365	6,019	55.9	435,224	177,011	65	..	24	27.0		
Boston & Maine.....1943	1,807	415,889	491,559	59,740	14,406	65.1	974,701	444,049	158	..	21	11.7		
1942	1,848	384,151	450,432	48,425	13,174	64.7	875,107	389,490	144	1	23	13.7		
N. Y., New H. & Hartf**....1943	1,815	527,726	630,443	61,386	18,915	65.9	1,219,325	543,763	224	4	36	17.7		
1942	1,821	528,138	671,082	67,498	18,628	65.5	1,195,104	510,909	218	..	36	16.1		
Great Lakes Region:														
Delaware & Hudson.....1943	848	343,727	420,038	39,428	13,763	64.3	1,025,020	540,762	130	45	40	18.6		
1942	849	363,240	460,937	46,574	13,134	62.6	970,566	497,541	156	19	49	21.9		
Del., Lack. & Western.....1943	972	430,253	530,408	110,035	19,822	64.9	1,364,414	639,748	164	4	35	17.2		
1942	982	375,245	443,393	61,830	15,732	64.3	1,074,269	491,731	133	20	39	20.3		
Erie.....1943	2,242	1,048,340	1,124,404	90,905	48,360	66.6	3,191,790	1,425,457	308	10	81	20.3		
1942	2,243	896,642	955,236	57,177	39,994	65.7	2,655,627	1,134,925	291	31	82	20.3		
* Grand Trunk Western.....1943	1,026	296,481	303,677	3,256	9,012	65.9	617,080	291,644	68	2	11	13.6		
1942	1,026	304,204	309,839	2,099	9,283	62.1	614,626	251,901	71	1	11	13.3		
Lehigh Valley.....1943	1,248	526,268	587,786	92,246	21,941	60.1	1,594,116	754,263	148	..	9	5.7		
1942	1,249	514,866	575,255	104,269	21,325	61.1	1,520,881	716,017	142	..	15	9.6		
New York Central.....1943	10,365	4,074,230	4,403,678	263,027	156,186	60.6	11,365,768	5,295,938	1,193	12	196	14.0		
1942	10,496	3,809,417	4,140,053	253,421	142,012	59.4	10,324,744	4,684,778	1,179	7	209	15.0		
New York, Chi. & St. L.....1943	1,657	874,140	894,060	11,716	33,727	64.9	2,253,985	1,025,747	159	..	17	9.7		
1942	1,657	897,389	914,592	11,172	32,833	61.1	2,273,455	984,811	166	..	16	8.8		
Pere Marquette.....1943	1,964	492,240	510,040	12,118	15,856	62.3	1,116,096	522,636	137	1	25	15.3		
1942	2,020	399,648	410,874	7,840	11,879	62.8	817,542	364,308	133	4	28	17.0		
Pitts. & Lake Erie.....1943	231	95,917	101,844	72	4,256	65.2	367,002	128,867	34	1	13	27.1		
1942	233	105,769	108,812	56	4,416	63.0	389,151	229,996	46	3	7	12.5		
Wabash.....1943	2,381	786,739	816,274	19,510	28,937	69.2	1,916,707	898,846	181	6	37	16.5		
1942	2,381	857,284	883,654	19,980	29,176	61.9	2,000,280	878,933	175	10	41	18.1		
Central Eastern Region:														
Baltimore & Ohio.....1943	6,111	2,609,012	3,227,582	351,824	89,940	62.6	6,603,449	3,279,930	926	1	183	16.5		
1942	6,213	2,526,074	3,177,358	386,131	84,147	61.5	6,125,645	2,924,961	913	15	217	19.0		
Central of New Jersey**.....1943	657	262,745	302,315	61,194	8,742	64.7	630,839	328,953	132	6	17	11.0		
1942	661	274,678	317,717	64,468	9,026	58.4	690,096	346,543	119	9	20	13.5		
Chicago & Eastern Ill.....1943	912	313,785	327,357	10,021	9,391	58.5	684,327	309,478	78	2	8	9.1		
1942	913	212,189	216,411	3,962	6,428	62.3	448,549	206,378	57	..	13	18.6		
Elgin, Joliet & Eastern.....1943	392	138,300	141,432	2,299	3,855	66.1	303,499	172,883	62	..	14	18.4		
1942	392	146,087	148,209	1,670	4,003	63.2	317,322	167,579	67	..	13	16.3		
Long Island.....1943	374	47,970	49,704	15,719	601	53.5	45,505	17,012	41	..	7	14.6		
1942	374	33,208	34,623	19,000	404	53.6	31,386	12,693	46	1	2	4.1		
Pennsylvania System.....1943	9,932	5,130,441	6,013,228	794,544	197,519	61.9	14,521,789	7,164,679	1,972	..	198	9.1		
1942	9,952	4,878,250	5,799,928	774,110	185,435	61.1	13,745,191	6,614,116	2,010	7	171	7.8		
Reading.....1943	1,416	607,971	683,194	92,152	19,772	63.3	1,538,225	836,199	282	12	43	12.8		
1942	1,423	626,695	698,911	90,285	19,527	61.6	1,517,637	802,483	277	11	36	11.1		
Pocahontas Region:														
Chesapeake & Ohio.....1943	3,028	1,148,082	1,239,703	57,038	52,760	56.0	4,642,544	2,637,574	425	1	71	14.3		
1942	3,036	1,136,957	1,227,052	62,026	51,401	55.9	4,464,491	2,483,504	426	3	72	14.4		
Norfolk & Western.....1943	2,133	812,409	871,920	67,003	36,276	57.5	3,216,468	1,754,563	306	17	13	3.9		
1942	2,137	816,064	863,548	54,340	35,762	56.6	3,111,091	1,669,855	299	12	26	7.7		
Southern Region:														
Atlantic Coast Line.....1943	4,947	937,762	962,273	14,422	26,013	63.9	1,757,341	795,628	343	21	28	7.1		
1942	4,984	887,454	923,004	13,204	22,567	62.7	1,534,188	675,701	336	18	27	7.1		
Central of Georgia**.....1943	1,783	330,360	339,218	5,938	7,948	70.5	521,030	241,941	109	..	11	9.2		
1942	1,783	299,186	303,493	4,933	6,625	67.6	431,150	192,996	108	..	14	11.5		
Gulf, Mobile & Ohio.....1943	1,962	343,664	439,379	3,461	11,791	69.9	775,360	378,222	113	2	8	6.5		
1942	1,959	386,333	482,861	6,290	13,161	63.8	888,310	408,437	113	..	8	6.6		
Illinois Central (incl. Yazoo & Miss. Vy.).....1943	6,348	1,731,930	1,743,822	32,625	66,837	61.5	4,816,907	2,259,506	608	..	78	11.4		
1942	6,408	1,874,952	1,890,575	40,275	65,337	57.6	4,793,478	2,127,344	599	6	71	10.5		
Louisville & Nashville.....1943	4,736	1,610,543	1,743,684	44,868	40,121	61.9	2,960,756	1,510,586	429	10	41	8.5		
1942	4,741	1,600,372	1,747,715	46,636	39,020	59.4	2,926,432	1,464,498	432	1	56	11.5		
Seaboard Air Line*.....1943	4,164	843,882	972,349	10,098	23,015	67.1	1,558,476	737,447	289	13	41	12.0		
1942	4,232	883,907	985,179	10,978	22,456	65.4	1,537,099	708,994	285	..	36	11.2		
Southern.....1943	6,478	2,077,729	2,120,797	31,611	46,286	68.4	3,012,470	1,399,180	586	..	90	13.3		
1942	6,469	2,054,283	2,096,068	31,356	45,045	64.7	2,964,274	1,305,036	591	..	86	12.7		
Northwestern Region:														
Chi. & North Western**.....1943	8,098	1,195,516	1,248,893	24,439	38,669	65.2	2,755,597	1,295,411	375	20	94	19.2		
1942	8,234	1,080,673	1,130,356	22,965	34,586	62.1	2,419,315	1,072,166	350	47	143	26.5		
Chicago Great Western.....1943	1,445	292,894	300,188	9,877	9,319	70.4	631,423	297,017	67	..	14	17.3		
1942	1,447	280,893	286,269	4,377	8,728	65.7	577,376	242,902	72	3	11	12.8		
Chi., Milw., St. P. & Pac.**.....1943	10,732	1,603,768	1,700,769	75,089	54,024	67.2	3,741,873	1,806,924	492	41	74	12.2		
1942	10,813	1,538,831	1,609,191	65,671	48,801	62.3	3,431,138	1,555,446	477	54	87	14.1		
Chi., St. P., Minneap. & Om.....1943	1,606	245,600	262,373	14,431	6,546	66.3	466,407	220,947	100	26	6	4.5		
1942	1,618	226,122	245,753	10,591	5,894	69.0	386,614	174,145	106	16	12	9.0		
Duluth, Missabe & I. R.....1943	546	197,008	197,894	1,363	10,947	51.3	1,017,527	628,231	55	..	1	1.8		
1942	544	206,026	206,983	1,620	10,627	50.7	950,158	578,833	54	1	2	3.5		
Great Northern.....1943	8,214	1,289,766	1,289,140	56,300	50,725	66.4	3,786,711	1,978,456	392	9	60	13.0		
1942	8,021	1,216,502	1,214,432	36,229	47,448	63.1	3,598,578	1,800,928	395	19	75	15.3		
Minneap., St. P. & S. St. M.**.....1943	4,258	481,949	495,529	11,204	13,329	61.3	988,752	476,726	130	..	6	4.4		
1942	4,258	472,178	482,174	10,149	12,684	62.1	893,373	412,239	138	5	4	2.7		
Northern Pacific.....1943	6,572	969,093	1,034,481	80,730	41,304	72.9	2,785,209	1,415,587	358	33	50	11.3		
1942	6,593	931,395	996,040	73,985	37,329	71.0	2,426,343	1,166,387	344	35	55	12.7		
Central Western Region:														
Alton**.....1943	915	277,114	291,958	612	7,733	69.9	517,623	226,211	72	1	6	7.6		

Selected Items for the Month of August, 1943, Compared with August, 1942

Region, road, and year	Freight cars on line			Per Cent B. O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day	
	Home	Foreign	Total											
New England Region:														
Boston & Albany.....1943	365	5,818	6,183	1.0	26,591	1,777	755	28.8	688	38.8	11,332	169	94.3	
.....1942	397	6,448	6,845	.3	32,380	2,035	828	29.4	841	51.2	15,774	135	124.0	
Boston & Maine.....1943	2,663	10,801	13,464	2.4	35,437	2,355	1,073	30.8	1,094	54.5	7,927	93	101.0	
.....1942	3,369	9,796	13,165	2.5	34,298	2,288	1,019	29.6	1,005	52.5	6,799	89	100.3	
N. Y., New H. & Hartf**.....1943	3,814	21,231	25,045	2.2	34,135	2,343	1,045	28.7	694	36.6	9,664	92	90.7	
.....1942	4,717	18,962	23,679	2.3	32,212	2,307	986	27.4	709	39.5	9,050	92	96.7	
Great Lakes Region:														
Delaware & Hudson.....1943	4,163	5,458	9,621	3.7	48,711	2,999	1,582	39.3	1,710	67.7	20,571	97	72.8	
.....1942	7,026	4,543	11,569	4.5	42,911	2,688	1,378	37.9	1,356	57.2	18,904	95	76.0	
Del., Lack. & Western.....1943	6,114	14,285	20,399	2.9	42,691	3,254	1,526	32.3	995	47.5	21,232	117	108.9	
.....1942	8,261	10,016	18,277	2.5	46,086	2,892	1,324	31.3	889	44.3	16,153	105	89.0	
Erie.....1943	10,107	25,655	35,762	2.6	51,569	3,056	1,365	29.5	1,276	65.0	20,510	84	105.1	
.....1942	12,151	21,450	33,601	2.3	50,467	2,977	1,272	28.4	1,048	56.2	16,322	85	87.9	
Grand Trunk Western.....1943	2,148	6,830	8,978	5.0	44,612	2,093	989	32.4	1,049	49.2	9,169	87	129.0	
.....1942	3,238	6,730	9,968	2.7	44,167	2,038	835	27.1	871	48.5	7,920	75	133.7	
Lehigh Valley.....1943	5,887	21,932	27,819	1.6	50,657	3,119	1,476	34.4	877	42.5	19,496	99	146.2	
.....1942	8,699	20,906	29,605	1.7	48,368	3,045	1,434	33.6	806	39.2	18,493	102	146.9	
New York Central.....1943	48,122	106,800	154,922	2.5	44,047	2,828	1,318	33.9	1,117	54.4	16,482	91	118.8	
.....1942	61,099	79,414	140,513	3.5	45,590	2,745	1,246	33.0	1,056	53.9	14,398	86	111.9	
New York, Chi. & St. L.....1943	3,571	14,046	17,617	2.7	49,231	2,590	1,178	30.4	1,922	97.4	19,969	79	169.6	
.....1942	5,538	12,488	18,026	1.7	47,823	2,540	1,100	30.0	1,698	92.1	19,172	78	172.8	
Pere Marquette.....1943	3,036	8,999	12,035	2.7	39,609	2,293	1,074	33.0	1,448	70.5	8,584	78	111.2	
.....1942	5,079	6,269	11,348	3.4	36,321	2,058	917	30.7	978	50.7	5,818	83	90.5	
Pitts. & Lake Erie.....1943	3,415	7,884	11,299	5.0	52,347	3,828	2,283	51.4	580	17.3	30,564	79	73.8	
.....1942	5,052	7,214	12,266	7.9	50,007	3,685	2,178	52.1	583	17.8	31,842	74	67.6	
Wabash.....1943	6,653	13,527	20,180	1.8	46,224	2,457	1,152	31.1	1,397	65.0	12,178	99	125.1	
.....1942	9,846	14,566	24,412	1.1	45,659	2,371	1,042	30.1	1,156	62.0	1,908	95	134.3	
Central Eastern Region:														
Baltimore & Ohio.....1943	41,021	55,429	96,450	2.6	32,561	2,583	1,283	36.5	1,095	48.0	17,314	131	107.4	
.....1942	44,821	46,082	90,903	2.0	33,050	2,472	1,180	34.8	1,047	49.0	15,186	130	104.8	
Central of New Jersey**.....1943	4,112	21,164	25,276	1.7	28,663	2,428	1,266	37.6	435	17.9	16,151	126	98.3	
.....1942	7,719	18,777	26,496	1.2	31,120	2,571	1,291	38.4	424	18.9	16,912	113	109.7	
Chicago & Eastern Ill.....1943	2,573	5,272	7,845	3.1	38,301	2,246	1,016	33.0	1,353	70.1	10,946	106	128.4	
.....1942	1,931	3,739	5,670	4.3	35,591	2,163	996	32.1	1,163	58.2	7,292	104	106.5	
Elgin, Joliet & Eastern.....1943	8,663	6,489	15,152	5.2	18,864	2,308	1,315	44.8	352	11.9	14,227	120	86.9	
.....1942	8,512	6,803	15,315	3.6	18,335	2,228	1,176	41.9	359	13.6	13,790	116	88.0	
Long Island.....1943	18	5,568	5,586	.5	7,667	981	367	28.3	109	7.2	1,467	268	66.0	
.....1942	22	3,782	3,804	.5	7,406	957	387	31.4	106	6.3	1,095	270	48.2	
Pennsylvania System.....1943	119,502	122,796	242,298	3.2	38,886	2,923	1,442	36.3	942	42.0	23,270	111	109.1	
.....1942	142,765	103,061	245,826	3.2	39,254	2,891	1,391	35.7	860	39.5	21,439	101	105.5	
Reading.....1943	11,280	25,094	36,374	2.2	31,017	2,536	1,379	42.3	758	28.3	19,050	111	87.3	
.....1942	17,417	19,026	36,443	4.8	30,492	2,428	1,284	41.1	707	28.0	18,192	112	88.5	
Pocahontas Region:														
Chesapeake & Ohio.....1943	38,587	16,789	55,376	1.1	58,330	4,106	2,333	50.0	1,575	56.3	28,099	69	91.1	
.....1942	37,322	15,668	52,990	1.1	58,412	4,005	2,228	48.3	1,488	55.1	26,388	66	91.2	
Norfolk & Western.....1943	30,964	6,885	37,849	1.9	62,793	4,030	2,199	48.4	1,491	53.6	26,535	85	96.9	
.....1942	32,346	6,917	39,263	2.0	61,078	3,878	2,082	46.7	1,371	51.9	25,206	83	95.4	
Southern Region:														
Atlantic Coast Line.....1943	7,852	20,177	28,029	3.3	31,314	1,885	853	30.6	971	49.7	5,188	101	84.9	
.....1942	10,558	14,229	24,787	3.3	29,223	1,734	764	29.9	904	48.2	4,373	105	83.9	
Central of Georgia**.....1943	2,465	6,586	9,051	1.3	28,866	1,591	739	30.4	890	41.5	4,377	114	99.8	
.....1942	3,020	4,989	8,009	1.2	26,294	1,454	651	29.1	791	40.2	3,492	112	89.0	
Gulf, Mobile & Ohio.....1943	2,377	7,495	9,872	.9	39,998	2,266	1,105	32.1	1,277	57.0	6,219	109	121.9	
.....1942	3,325	7,010	10,335	.7	39,360	2,309	1,061	31.0	1,226	61.9	6,726	103	138.3	
Illinois Central (incl. Yazoo & Miss. Vy.).....1943	19,245	33,019	52,264	.9	43,619	2,847	1,335	33.8	1,387	66.7	11,482	104	87.7	
.....1942	23,337	30,217	53,554	1.3	41,007	2,598	1,153	32.6	1,283	68.4	10,709	101	97.9	
Louisville & Nashville.....1943	28,887	15,667	44,554	2.6	28,594	1,838	938	37.7	1,084	46.5	10,289	116	125.7	
.....1942	35,539	18,562	54,101	1.7	27,769	1,829	915	37.5	882	39.6	9,965	117	126.2	
Seaboard Air Line*.....1943	7,015	16,277	23,292	1.6	31,389	1,890	894	32.0	1,053	49.0	5,713	110	100.9	
.....1942	9,116	15,534	24,650	1.5	27,971	1,777	820	31.6	932	45.1	5,404	114	110.5	
Southern.....1943	16,183	30,222	46,405	1.8	25,469	1,469	682	30.2	984	47.6	6,967	136	107.5	
.....1942	20,066	27,705	47,771	1.9	24,327	1,459	642	29.0	876	46.7	6,508	135	107.0	
Northwestern Region:														
Chi. & North Western**.....1943	22,162	31,714	53,876	4.2	35,765	2,391	1,124	33.5	754	34.5	5,160	108	89.4	
.....1942	26,521	25,198	51,719	4.4	34,929	2,316	1,026	31.0	682	35.4	4,200	103	74.8	
Chicago Great Western.....1943	1,228	4,708	5,936	1.7	37,752	2,164	1,018	31.9	1,553	69.3	6,631	107	132.7	
.....1942	1,722	4,198	5,920	1.3	37,332	2,060	867	27.8	1,372	75.1	5,415	107	114.3	
Chi., Milw., St. P. & Pac.**.....1943	25,077	29,347	54,424	1.4	36,183	2,349	1,135	33.4	1,077	47.9	5,431	110	102.4	
.....1942	31,510	24,130	55,640	1.2	36,078	2,245	1,018	31.9	926	46.6	4,640	105	95.8	
Chi., St. P., Minneap. & Om.....1943	1,447	7,296	8,743	6.4	27,972	1,970	933	33.8	820	36.6	4,438	98	70.1	
.....1942	1,616	6,871	8,487	5.8	23,261	1,755	791	29.5	674	33.0	3,472	97	65.4	
Duluth, Missabe & I. R.....1943	14,841	356	15,197	2.3	89,658	5,305	3,276	57.4	1,337	45.4	37,116	55	129.0	
.....1942	13,230	453	13,683	2.8	78,982	4,728	2,881	54.5	1,361	49.3	34,324	56	139.0	
Great Northern.....1943	23,670	21,865	45,535	2.3	45,782	2,960	1,546	39.0	1,473	56.9	7,770	82	101.1	
.....1942	27,742	22,711	50,453	2.0	46,137	2,973	1,488	38.0	1,229	51.3	7,243	81	89.0	
Minneap., St. P. & S. St. M.**.....1943	7,111	6,736	13,847	2.6	35,314	2,069	998	35.8	1,128	51.4	3,612	81	123.9	
.....1942	9,294	5,719	15,013	3.7	32,725	1,897	876	32.5	890	44.1	3,123	86	116.0	
Northern Pacific.....1943	18,912	16,018	34,930	3.2	43,892	2,889	1,468	34.3	1,334	53.4	6,948	118	88.5	
.....1942	22,2													

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